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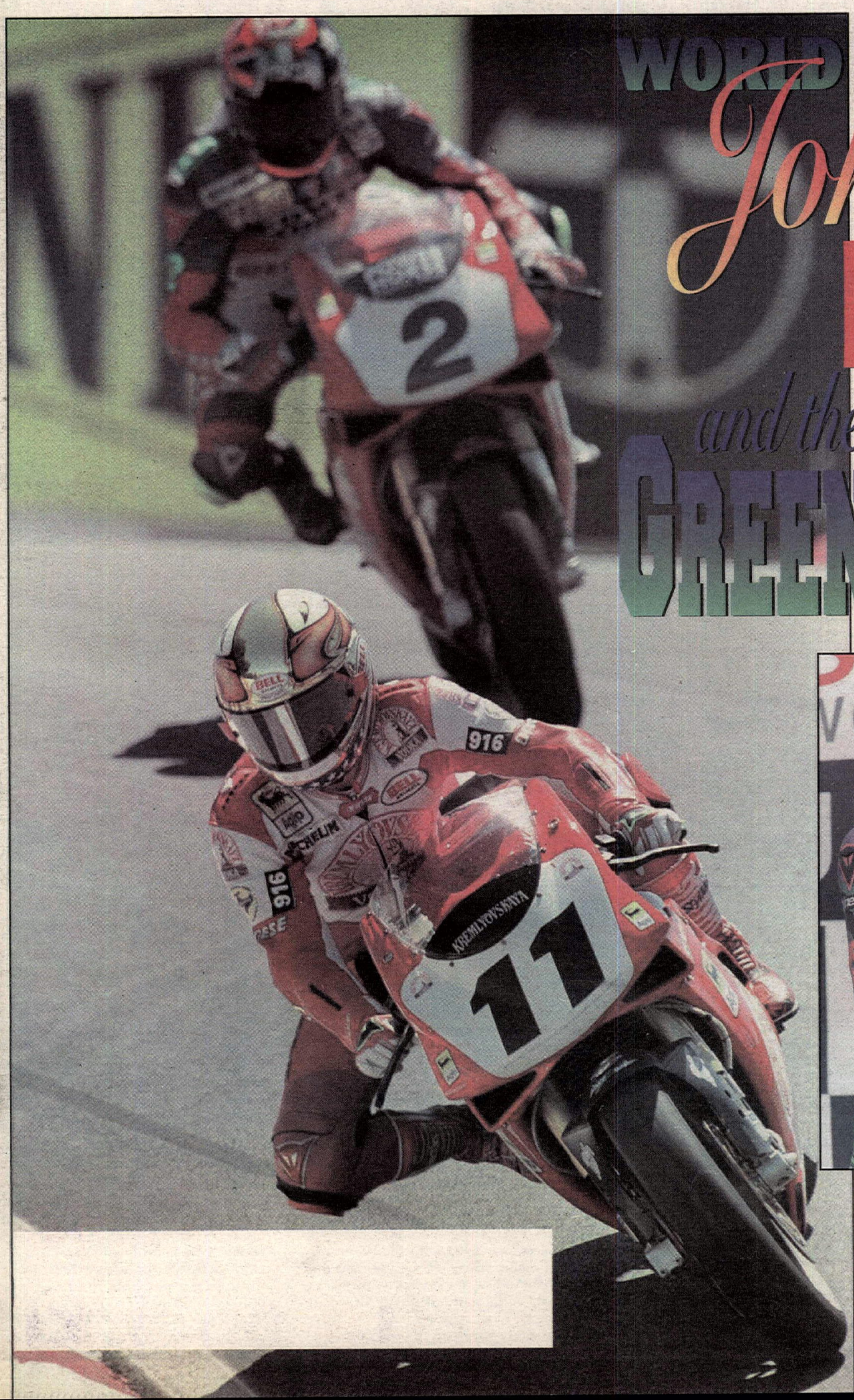
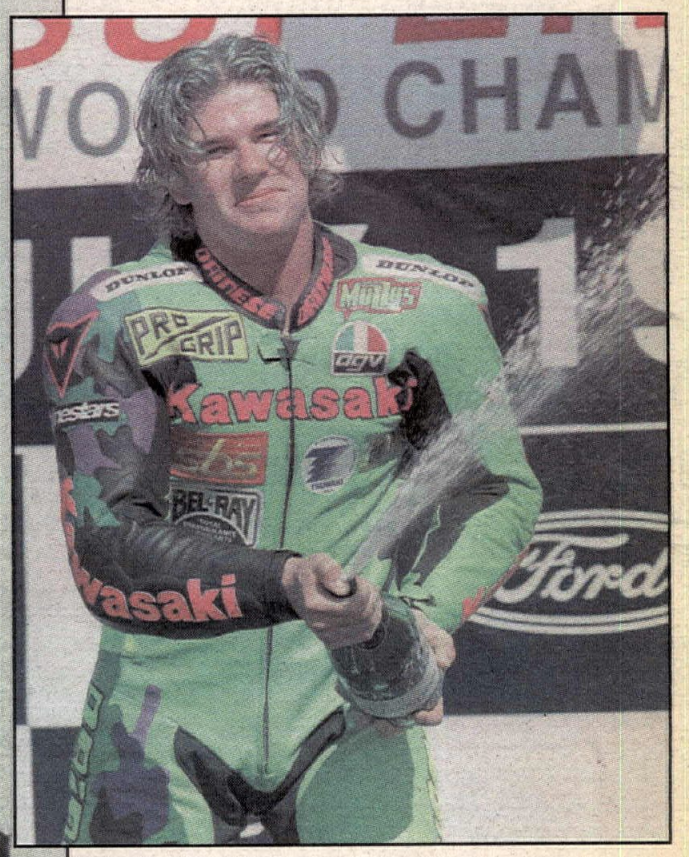
WORLD SUPERBIKE

Johnny Be Good and the GREEN MEANIE





John Kocinski (11) beat Troy Corser (2) in race one at Laguna Seca, but race two belonged to Anthony Gobert - green hair and all...

Lance Smail (KTM) won both motos at the AMA Western National Four-Stroke Sound of Thunder MX Series at Owyhee Motorcycle Park in Boise, Idaho, July 21. The runner-up was **Spud Walters** (Hon), while third place went to **Billy Liles** (CCM). **Gary Dircks** (Hbg) and **Gordon Ward** (CCM) finished fourth and fifth, respectively, while **Mike Young** (KTM) ended up sixth.Young had taken second in the first moto when mechanical problems struck in the second, forcing the series points leader going into the event out of the race. With just two rounds left in the eight-race series, Smail now leads the series points chase with 263 points, followed by Young with 253. Walters is third with 190.

Mike Lafferty (KTM) won the ECEA Foggy Breakdown Enduro in Blain, Pennsylvania, July 21. Lafferty edged out **Fred Hoess** (Suz) for the overall victory, while **Mark Spence** (Hon) landed third place. Rounding out the top five overall were **Jack Lafferty Jr.** (KTM) and **Richard Lafferty** (KTM).

At the NETRA Tri-State Enduro in Oxford, Massachusetts, former National Enduro Champion **Kevin Hines** (CRE) scored the win over **Darrel Szlachetka** (Kaw) and **Mont Fairfax** (Suz). Fourth place went to **Kemp Stewert** (Hus), while fifth went to **James Kelly** (Hus).

Rumors have it that recently crowned 125cc MX World Champion **Sebastien Tortelli** (Kaw) will compete in a couple of the remaining rounds of the AMA National Championship 125cc National MX Series. There's talk that Tortelli will compete at Washougal (in Washington), August 18, and - almost definitely - the final race of the year at Steel City (in Pennsylvania), September 1.

David Aldana (BMW) used 2-1 finishes to claim the overall victory in the AHRMA/BMW Battle of the Legends during the AMA Vintage Motorcycle Days at the Mid-Ohio Sports Car Course in Lexington, Ohio, on July 19-21. **Don Emde** (BMW) was second overall after posting 1-5 finishes. **Eddie Mulder** (BMW) finished third via 4-3 placings.

Stephen Mathews (Mat) won the 500cc Premier and Classic '60s classes during each day of the AHRMA/BMW Classic Cup Series and also scored a win in the Sound of Singles Formula Two event during the AMA Vintage Motorcycle Days at Mid-Ohio. **Todd Henning** logged four wins, three runner-ups and one third-place finish in several AHRMA vintage and Battle of Twins classes aboard a variety of Yamaha and Honda-powered machinery. **Pete Johnson** (M-G) scored three wins and three seconds in BOT and BEARS events.

Steve Tucker (BSA) scored wins in the Classic 250 and 500cc Expert divisions during round 12 of the AHRMA/Vintage Iron National Motocross Series at the Mid-Ohio Sports Car Course in Lexington, Ohio, on July 19-21. **Mike Treadway** (Hon) topped the Sportsman 500cc and 40+ classes. **Joseph Light** won the Classic 500cc Intermediate and 30+ Intermediate classes.

Matt Hines, the son of legendary engine builder Byron Hines, won his first-ever NHRA Pro Stock National, with a victory over **David Schultz** at the Mopar Parts Mile-High Nationals in Denver, Colorado, on July 21.

The fast heat turned in by **Steve Morehead** at the rained-out East Moline Half Mile (see Wind Box) was worth $4210, while **Scott Parker** pocketed $3125. The heats turned in by **Will Davis** and **Jay Springsteen** were worth $1970 and $1420, respectively.

Perhaps the only people even a little happy with the way the evening at the East Moline Half Mile turned out were Rich King's Team Saddleman/R&R Racing's team. "I feel sorry for all those guys," team owner Craig Rogers said. "I know they wanted to ride, but this saved our butt." With no points being allocated, King held on to his third place in the point standings even though he failed to make the main for the first time this year.

After last appearing at the race track in early June at the LaSalle Short Track, former three-time Grand National Champion **Ricky Graham** returned to action at the East Moline Half Mile aboard his USC Racing/Johnny and Sarah Goad Honda. "I've been through hell the last few weeks, and I know I've got to get my life together," Graham said. "I'm just blessed to have friends like Danny (Malfatti) and Johnny to help me. I'm just really happy and grateful to be able to come back to the race track."

Total Control Racing had its new team hauler at the track for the first time during the East Moilne Half Mile. "We just picked it up Friday, and now we have to get it loaded," Team Manager Tom Cummings. "I don't know how it drives. We can't get Kevin (Atherton) out of the driver's seat."

AMA Grand National Expert **Kris Armentrout** will compete aboard Pro-Am rider Billy Allen's Best Harley-Davidson-backed XR750 at the July 27 running of the Oklahoma City Half Mile.

AMA Grand National Expert **Gary Rogers** was the recipient of the **AMA Pro Racing Scholarship** at the rained-out Du Quoin Mile on July 20. AMA Pro Racing President Tom Mueller presented Rogers with the $1000 check, which will applied toward expenses at Rogers' college of choice. The 18-year-old San Jose, California, resident and number-two man on the R&R/Team Saddlemen Racing Team maintained a 4.0 grade-point average throughout high school, achieving 54 out of a possible 58 As.

Two-time National Trials Champion **Geoff Aaron** was injured in a practice crash near his home in Redding, Connecticut, on July 11. In the crash, Aaron went over the bars and landed on his face, breaking his nose and cheekbone, fracturing his skull and causing severe facial lacerations. Two titanium plates were inserted in his face during surgery and nearly 50 stitches were required to mend everything. Despite the injuries, Aaron says he will ride rounds 6 and 7 of the AMA/NATC Championship Trials series in Donner, California, on August 10-11.

Officials from the AMA met recently with John Dunlap, chairman of the **California Air Resources Board** (CARB) to discuss emissions regulations governing off-road motorcycles in California scheduled to take effect next year. Bill Dart, legislative officer for the AMA's District 36, which covers much of California, and Dana Bell, the AMA's Western States representative, presented information on the impact of the regulations, particularly regarding two-stroke motorcycles, which represent a large segment of the off-road market. The meeting, arranged by Dart, was attended by representatives of off-road enthusiast groups and industry organizations. The participants agreed to work with CARB officials to review existing two-stroke emission data and develop standards that would allow for a variety of off-road recreational opportunities while mitigating the environmental impacts associated with the use of off-road motorcycles. "All Californians are, and should be, concerned with the air quality of the state," Bell said. "If we are going to have regulations that satisfy legitimate environmental concerns while also preserving off-road recreational opportunities, we have to work with the officials responsible for developing these new standards. I'm encouraged by our first meeting, and I think all involved walked away encouraged by the fact that we can work together to arrive at a positive solution."

After almost two months of consideration, U.S. District Judge G. Ross Anderson has ruled that the actions of police in **Spartanburg**, South Carolina, violated the rights of motorcyclists participating in a charity poker run there in September 1994, according to the AMA. The class-action suit, supported in part through a grant from the AMA, was brought on behalf of 107 motorcyclists who were subjected to searches at a charity ride benefitting the American Red Cross. The suit charged that Spar-

Quad-Cities Grand National rained out

The bizarre turn of events that have plagued the 1996 AMA Grand National Championship Series continued at the limestone Quad-Cities Downs half-mile in East Moline, Illinois, on July 20, crushing the high expectations of the enthusiastic fans who filled the stands at the former horse track.

The new venue was billed as the return of the cushion, but efforts to maintain that cushion would eventually doom the race. The procedure of digging up, watering and dragging the limestone oval between each race took longer and longer as the night wore on.

Gray skies yielded a light rain, complicating matters, but the program forged on until, after another hour rain delay, a controversial decision was made to stop the racing with only the National left to be run. Everyone from the boisterous fans, to the bitterly disappointed riders, to the frustrated officials were left with the empty feelings for what might of been, and what should have been.

The first heat was called to the line about a half hour late just as the light sprinkle turned to a heavy shower, delaying the program an additional hour. The heats finally got under way at 9:30 p.m., but it was slow going as it took over an hour and a half to run the heats. The semis were run in a constant sprinkle that turned to a heavy drizzle as the National was called to the line at 11:30 p.m. An official rain hold was announced at 11:45 p.m. At 12:15 a.m. the riders were once again called to the line just as the rain picked up slightly.

After meeting with the three rider reps (Steve Morehead, Scott Parker and Will Davis) AMA Dirt Track Manager Bruce Bober announced: "We just can't run under these conditions. Visibility would be almost impossible for the riders back in the pack. I can't send them out and have someone run through the fence in turn three because they couldn't see. We do have an 11:00 p.m. curfew, which we've really stretched so far."

The judgment was greeted with disbelief and anger at the pit gate where the remaining 15 finalists were standing by.

"I'm ready to race - let's go," Harley-Davidson of Sacramento rider Joe Kopp said. "It's no worse now than it was when they ran the semis."

Kopp had looked very fast in his heat race.

"I can't believe this," Ohio cushion-master Geo Roeder II said. "This is no worse than any cushion we run every week at home. It's not raining hard now. We should be out there running this thing."

Another Ohio rider, TLC Racing's Ian Segedy, agreed with Roeder.

"We've been running crap tracks all year," Segedy said. Now this is the best track we've been on and they won't run it."

"All they've talked about is having a cushion, and now we've got a real bitchin' track and they don't want to run it," Canadian National Champion and Deeley Harley-Davidson rider Steve Beattie said. We've been here all this time, why not go?"

Several pit railbirds questioned if the rider reps would have been so inclined to cancel if the money were to be split evenly between the 18 National riders.

"I want to ride too, but I understand the safety concerns," GNC points leader and AMA rider rep Will Davis said. "If we try this and someone gets hurt, it's just not worth it. There are several wet spots out there, and it would still take time to get ready. As far as the money goes, I'll split the money 18 ways. That's not the point."

At the urging of the riders at the pit gate, Davis voiced their opinions to Bober and the other reps, but it was too late. The night was over. The National was paid off, with Morehead collecting the biggest chunk of the purse after winning the fastest heat race.

"Not once did they ask us for our opinion," a disappointed Beattie said. "They made their decision back there on the back straight and we should have a say in this, too."

"Now we come off as the bad guys, but we never should have got to this point," reigning Grand National Champion Scott Parker said. "They worked on the track between every race and even during practice and the qualifying heats. With the threat of bad weather, there was no need to mess with the track like that. It wasn't a matter of safety, they were just trying to make a good track better than perfect. Now they end up with this, it's not safe for the guys running in the back. I think for us on the front row, who would have gotten a good start, it would have been all right, but (for) those guys in the back it's just too wet. That limestone dust just turns to concrete when it's wet."

Dave Hoenig

tanburg Police Chief W.C. Chief Bain Jr., who has since resigned his post, ordered officers to stop and search all motorcyclists as they arrived at the Piedmont Interstate Fairgrounds for a concert at the end of the ride.

Randy Mamola made a return to racing at Donington Park in England on July 20, riding to ninth place in the Triumph Triple Trophy race on a Triumph three-cylinder. He'd dropped almost to 20th in the opening laps, then picked his way through. "We've seen European Touring Car racing, where guys bash each other all the time. The Triumph race was worse," Mamola said. "We always say a 500 is hard work to muscle around, but they're nothing compared with 200 kg (440 pounds) of Triumph with street brakes."

Former 250cc World Champion and noted Grand Prix tuner **Kel Carruthers** won his first-ever personal watercraft race as a crew chief/engine builder when Westcoast Sea-Doo's **Tom Bonacci** won the premier 785 Pro Runabout class during round seven of the IJSBA Bud Jet Sports Tour in Pontiac, Michigan, on July 21, on a Sea-Doo built by Carruthers.

Those attending the **Tustin Thunder Road Races**, a three-day vintage race car event in Tustin, California, on August 2-4, will have the opportunity to view the new BMW F650 motorcycle. Brown Motor Works of Pomona, California, and Irv Seaver's of Orange, California, will be displaying the F650 along with other 1996 BMW models.

Frank White, the former owner/president of ATK America, suffered severe chest injuries while trail riding with the UTMA on July 13 in a remote area near Fish Haven, Idaho. White is at home recuperating and will most likely miss the last four rounds of the USRA desert racing series.

West Valley Occupational Center is offering vocational motorcycle mechanics training, beginning on Tuesday, September 3. The center is located in Woodland Hills, California. For more information, call 818/346-3540.

Woodrow "Woody" Leone Sr. of Beaumont, Texas, has been named the latest recipient of the AMA's Dud Perkins Award. Leone, 78, is an AMA Charter Life Member, holding membership number 999. He received the award in honor of his numerous contributions to the motorcycle industry and motorcycle sport during a ceremony conducted by AMA President Ed Youngblood in Houston, Texas. Several noted racers found success on Leone-tuned Triumphs, including Skip Van Leeuwen, Dick Hammer, and Darrell Doval.

Pro Pilot Corporation USA of Jackson, New Jersey, will be making its three-acre facility available to organizations interested in participating in on-site promotional activities, ride starting points, demo and dyno days, displays, etc. Contact owners James and Darlene Kapitan at 908/928-7800.

Harley-Davidson Credit has introduced a motorcycle leasing program with terms as long as 36 months, according to Harley-Davidson. Under the leasing program, customers gain the same flexibility, lower payments and convenience that characterize popular automotive leasing programs. The program is available at dealerships in California, Florida, Nevada, Ohio and Texas right now and will be available in the rest of the country later in 1996.

Sidecar manufacturer **EML Techniek** of Belgium has offered factory sponsorship for the three American sidecar-cross teams heading to Europe in August. The three teams making the trip are Pete and Scott Whitney, Ed Hall and Brady Budd and Mike Burns and Bob Morgan. For more information on the team, call 909/941-6410.

More than 120 people, including riders and support teams, have signed up for the AMA tour for next month's **International Six-Day Enduro** in Hameenlinna, Finland (August 12-17). Also making the trip will be a crew from ESPN 2, including commentator Jerry Bernardo. According to Ride To Win's Dave Bertram, Ride To Win and Fox will be teaming up to make a "first-class" video of the Finnish Six Days. "It'll be formatted like the Tour de France coverage; that will primarily focus on the U.S. Trophy Team," said Bertram. "There have been ISDE videos before - and you know how they are - but this one will truly be first class all the way." This will be the first time in the event's 66-year history that the ISDE will be held in Finland.

Speaking of the Six Days, according to Dave Bertram, who is also the team manager of the U.S. Trophy Team, the trail mileage for the **Finnish Six Days** will be much longer than what was first announced. The average daily mileage the 400-plus competitors will have to ride will be at least 200 miles, the longest being Day Three. That day will see the start time moved up one hour to give the riders extra time to cover the 248 miles that is currently scheduled. "Since the average rainfall in Finland is approximately 15 inches of rain a month, rain is going to be a big concern," said Bertram. "If it rains, there's going to be a lot of deep ruts, sandy, soft soil, so it (the trails) could be bad." In order to prepare for the event, U.S. World Trophy rider Scott Summers has laid out a 7-mile loop near his house and has been riding over 170 miles a day on it. "This year's Six Days could be one of the toughest yet," said Bertram.

There will be four riders competing in the 250cc class on the **U.S. World Trophy Team**: Rodney Smith will ride a Suzuki RMX250, as will Steve Hatch; Ty Davis will ride a Kawasaki KX250, and Chris Smith a CRE 250. Five-time National Enduro Champion Randy Hawkins will compete in the 125cc class on a Suzuki RM125. Every team must enter at least one four-stroke class rider, and Scott Summers will have that responsibility on a Honda XR600. The **U.S. Junior World Team** will have two riders on 125s - Brian Storie, on a Kawasaki KX125, and Daryl Conner, on a Yamaha YZ125. Michael Lafferty will ride a KTM 250, while Don Knapp will ride a 400cc four-stroke KTM.

Kawasaki Team Green will again provide technical trackside support and have emergency KX parts at both the **Ponca City NMA Grand National MX Championships** and the **Loretta Lynn AMA Amateur Nationals MX Championships**. These services will be available after the start of practice. Team Green will also be giving away gift packs to all Kawasaki rider entered at the Loretta Lynn event, as well as presenting Kawasaki Mountain Bikes to the class champions of the 60cc Stock (7-9), 60cc Stock (10-11) and Supermini (12-15) classes. The new 1997 KXs will be on display at both Ponca City and Loretta Lynn's. In addition, factory MXer Jeff Emig will be on hand at the Loretta Lynn event in the Team Green pit. For more information call 714/770-0400 (ext. 2226).

Two-time AMA Grand National Champion and two-time Daytona 200 **Dick Mann**, former Harley-Davidson factory racer **George Roeder** and two-time World Motocross Champion **Jeff Smith** will be appearing at the fifth annual Days of Glory Vintage Motorcycle Weekend in Weedsport, New York, on July 27-28. Also returning will be former Superbike racer and always spectacular dirt tracker **David Aldana**, former factory Yamaha and Triumph rider and **Don Castro** and former AMA National Motocross and Supercross Champion **Jimmy Weinert** Days of Glory will be celebrating its fifth year as one of the Northeast's premier vintage motorcycle events, featuring a two-day swap meet, bike show and AHRMA National motorcycle racing events among its activities.

CORRECTION: We incorrectly credited Dave Hoenig for our coverage of the Charity Newsies Half Mile (Issue# 27, July 10). Bert Shepard wrote the story and snapped the photo.

CORRECTION: We made a mathematical error in our Wind Box regarding the German Speedway Grand Prix when we stated that Hans Nielsen leads Tony Rickardsson by four points. Nielsen leads Rickardsson by 14 points, 68-54.

PURCHASED: Ulven Race Development, by Glen Koffler, Ulven's former product manager. The company, which manufactures aluminum throttle pipes and other off-road products, is now called Fastway Performance Product Inc., and is located at 5240 Autumn Leaf Ct. North, Kiezer, OR 97303, 505/463-8133.

CORRECTION: Vince Holt, and not Charles Chrisham, finished second in the Vet class at the I-96 Amateur Dirt Track Nationals on July 2-4.

NAMED: Sheri Arnett as marketing administrator by Boyds Wheels of Stanton, California, and Grady Pfeiffer has been named as the new general manager of the motorcycle division of Boyds. For more information, call 714/952-4038. CN

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VOICES
Letters to the editor

MX Kied

Glad to see Mike Kiedrowski has decided to return. I can't wait to see him in action. I'm sure Jeremy honestly enjoys a little competition.

Best of luck to ya, Mike. See you in '97.

Tim Henderson
motoman@pe.net.

Kiedrowski announced last week that he will ride a Honda of Troy-backed Honda in next year's AMA Supercross and outdoor motocross Nationals... Editor.

An example

As president of the New York State Off-Highway Recreational Vehicle Association (NYSORVA), I just wanted to write and let you know of an example being set by Steve Hatch, Scott Summers and Malcolm Smith. These three world-renowned off-highway motorcyclists have officially endorsed NYSORVA and its efforts to create a positive future for off-highway recreation in New York. Having these three men endorse the efforts of the state's off-highway recreational vehicle association has shown that they are committed to the future of the sport. They have set an example that other off-highway competitors should follow.

Cheryl Nelson
Freeville, NY

Fled

The new movie "Fled" may feature Ducatis on the screen, but the trailer I saw had none of the beautiful music those machines produce. It sounded to me like the editors had dubbed in the familiar in-line four whine in place of the booming V-twin thunder. What a shame.

Mark Barnes
Knoxville, TN

More Fled

I just saw mention of the upcoming MGM release of "Fled" in your "In The Wind" column (Issue #28, July 17). I worked on the picture and thought you might be interested to know some of the motorcycle people involved in the making of the movie, directed by Kevin Hooks and filmed in and around Atlanta this past winter.

As the second unit director, I filmed the action for the entire film, including the Ducati 916 chase sequence. David Barrett, recent fourth-place finisher at the Mammoth Mountain MX, stunt-doubled for Stephen Baldwin and Pete Benitez, a WERA superbike competitor, did the honors for Laurence Fishburne. Stuntman Danny "Too Tall" Wynans rode the camera bike, a Suzuki GSXR750.

We filmed the picture's climactic shootout at the Atlanta Supercross. The motocross action highlights Jeremy McGrath, Ryan Hughes and Greg Albertyn both on the track and in the pits (thanks to Jeff Surwall of No Fear and David Barrett who hooked me up with the riders). I can't tell you how much of this action the editors used in the final cut, but I hope for all the MX fans that it's a lot.

I'd like to thank Jeremy, Ryan, Greg and their respective teams and mechanics for graciously allowing me to film them and to thank David, Pete and Danny for a smokin' 100 mph bike chase.

I hope you all like the picture

Mic Rodgers
Studio City, CA

Colin's Column

It's great that you now have a column from Colin Edwards II right from the thick of the World Superbike Championship. But please, Colin, must every column, and every quote, include some sort of whine about the rules? It gets a little tiresome after a while.

Scott Rothermel
Hindsale, IL

Daytona USA

This past Fourth of July, I was fortunate enough to be able to represent the AMA at the grand opening of Daytona International Speedway's "Daytona USA."

This new fan attraction has done an excellent job of integrating motorcycle memorabilia into various displays. I'd recommend that motorcycle enthusiasts make a trip to experience it. If you do attend, take time to view the new 14-minute film on Winston Cup racing at Daytona in the new surround-sound theater. It's the finest piece of work I've seen to date depicting four-wheel motorsports.

In summary, I believe the France family and the Daytona International Speedway staff should be commended on a job very well done.

Tom Mueller
Westerville, OH

Graham dismay

It is with great dismay that I've learned that Ricky Graham has been fired from Team USC. Failing to attend major races and posting poor race results leaves Johnny Goad with few alternatives. I've been trying to save up money from my $17,000 annual job in order to attend Ricky's Dirt Track University as I need all the help I can get. Then I call the phone number for his school only to find it's no longer in service. I'm disappointed to say the least because I want to learn from someone who truly knows how to participate in this absolutely wonderful and exciting sport.

I sincerely hope someone will continue on with the idea of a school. As for you, Ricky Graham, whatever the problem(s) are, you can beat them. You have been a hero of mine for a long time. Just think of all us guys and girls out there who would love to have your talent, but never win any races, are broke most of the time, and can never seem to race enough. You will always have a chance in life to give up, why do it now? Do what you have to do, get cleaned up or whatever, but get on that bike and ride again - myself and others are counting on you.

Matthew J. Raterman
St. Cloud, FL

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INSIDE
Issue #30 July 31, 1996

FEATURES

ROAD RACING
Laguna Seca World Superbike 6
British Grand Prix 22
Belgian World Endurance 30
Indianapolis WERA National Endurance 34

MOTOCROSS
Unadilla 125/250cc National 14
Good Times Amateur Nationals 32

TRIALS
German World Trials 28

INTERVIEWS
Speedway racer Chris Manchester 26
MX World Champ Sebastien Tortelli 36

DEPARTMENTS

EVENTS 38
LEADERBOARD 46
RESULTS 47
CALENDAR 48
WANT ADS 55
IN THE PADDOCK 71
LOOKING BACK 71

ON THE FRONT COVER

John Kocinski (11) and Troy Croser (2) mixed it up in the first race at Laguna Seca, while Anthony Gobert (inset) starred in the second. See page 6. Photos by Gold & Goose.

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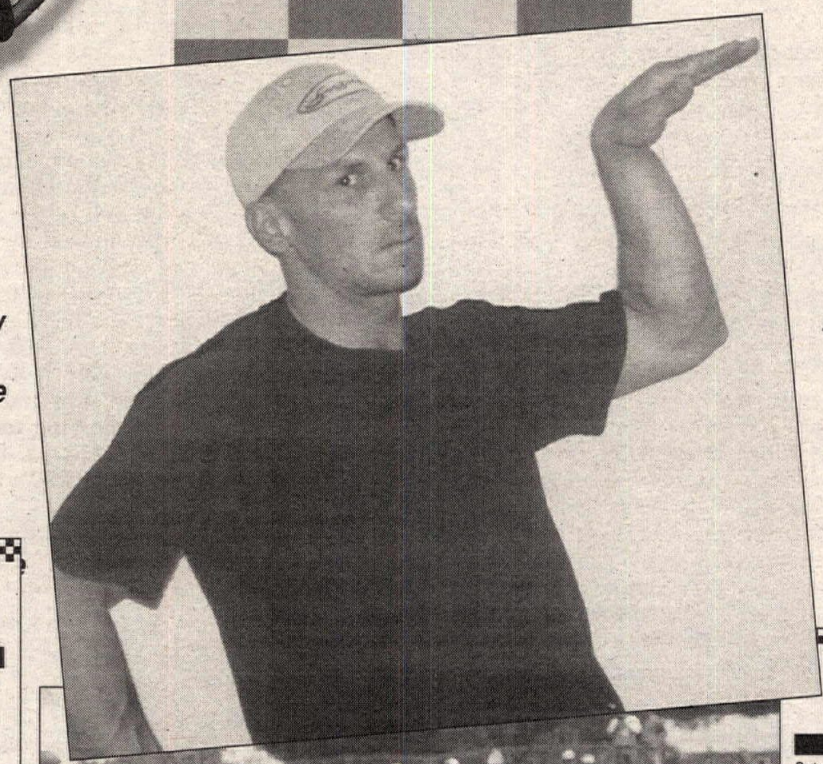

Side-step the August heat on MW2 with a Honda home-coming.

Motorcycling's gold medal winner, Jerry Bernardo, helps the Ohio professionals with something we can only describe as "a very special motorcycle."

Then, the search is on. Dr. J gave us the slip, where he turns up, nobody knows.

August is international racing month on MotoWorld.

Tune in for in-deptth coverage of the Austrian and Czech GPs, experience the six days Enduro in Finland, and watch as the World Motocross Series comes to a head.

State-side the Motocross finals are fast approaching, and Kyle Petty will join us in the studio. Don't miss it!

AUGUST 1996 SCHEDULE ON ESPN2

Original Show Telecast			Repeat Telecast		
EASTERN TIME					
Friday	8/2	7:30-8:00pm	& Sunday	8/4	10:30-11:00am
			& Wednesday	8/7	3:00-3:30am
Thursday	8/8	11:30-12:00am	& Saturday	8/10	11:30-12:00am
			& Tuesday	8/13	3:00-3:30am
Thursday	8/15	11:30-12:00am	& Saturday	8/17	11:30-12:00pm
			& Tuesday	8/20	3:00-3:30am
Thursday	8/22	7:30-8:00pm	& Saturday	8/24	11:30-12:00pm
			& Tuesday	8/27	3:00-3:30am
Friday	8/30	7:30-8:00pm	& Saturday	8/31	11:30-12:00pm
PACIFIC TIME					
Friday	8/2	4:30-5:00pm	& Sunday	8/4	7:30-8:00am
			& Wednesday	8/7	12:00-12:30am
Thursday	8/8	8:30-9:00pm	& Saturday	8/10	8:30-9:00pm
			& Tuesday	8/13	12:00-12:30am
Thursday	8/15	8:30-9:00pm	& Saturday	8/17	8:30-9:00am
			& Tuesday	8/20	12:00-12:30am
Thursday	8/22	4:30-5:00pm	& Saturday	8/24	8:30-9:00am
			& Tuesday	8/27	12:00-12:30am
Friday	8/30	4:30-5:00pm	& Saturday	8/31	8:30-9:00am

AUGUST 1996 SCHEDULE ON ESPN2

Original Show Telecast			Repeat Telecast		
EASTERN TIME					
Saturday	8/10	12:00-12:30pm	& Monday	8/12	3:00-3:30am
Saturday	8/24	12:00-12:30pm	& Monday	8/26	3:00-3:30am
PACIFIC TIME					
Saturday	8/10	9:00-9:30am	& Monday	8/12	12:00-12:30am
Saturday	8/24	9:00-9:30pm	& Monday	8/26	12:00-12:30am

125cc 250cc AMA Motocross

WORLD GP

1996 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME		
New Berlin, NY	Sun	8/11	1:00-2:00am	& Sat	8/10	10:00-11:00pm
Troy, OH	Sat	8/17	1:00-2:00am	& Fri	8/16	10:00-11:00pm
Millville, MN	Sat	8/24	1:00-2:00am	& Fri	8/23	10:00-11:00pm

1996 125cc & 250cc SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
New Berlin, NY	Fri	8/2	8:00-10:00pm	& Fri	8/2	5:00-7:00pm
	Thu	8/8	12:00-2:00am	& Wed	8/7	9:00-11:00pm
Troy, OH	Sat	8/10	2:30-4:30pm	& Sat	8/10	11:30-1:30pm
	Thu	8/15	12:00-2:00am	& Wed	8/14	9:00-11:00pm
Millville, MN	Sat	8/24	2:00-4:00pm	& Sat	8/24	11:00-1:00pm
	Mon	8/26	3:30-5:30am	& Mon	8/26	12:30-2:30am

1996 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME		
Germany	Sun	8/4	12:30-1:30pm	& Sun	8/4	9:30-10:30am
Great Britain	Sun	8/11	4:00-5:00pm	& Sun	8/11	1:00-2:00pm

1996 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME		
Great Britain	Sat	8/3	2:00-4:00pm	& Sat	8/3	11:00-1:00pm
	Tue	8/6	12:30-2:30pm	& Tue	8/6	9:30-11:30am
Austria	Sat	8/10	12:30-2:30pm	& Sat	8/10	9:30-11:30am
	Mon	8/19	12:30-2:30am	& Sun	8/18	9:30-11:30pm
Czech Republic	Fri	8/30	8:00-10:00pm	& Fri	8/30	5:00-7:00pm

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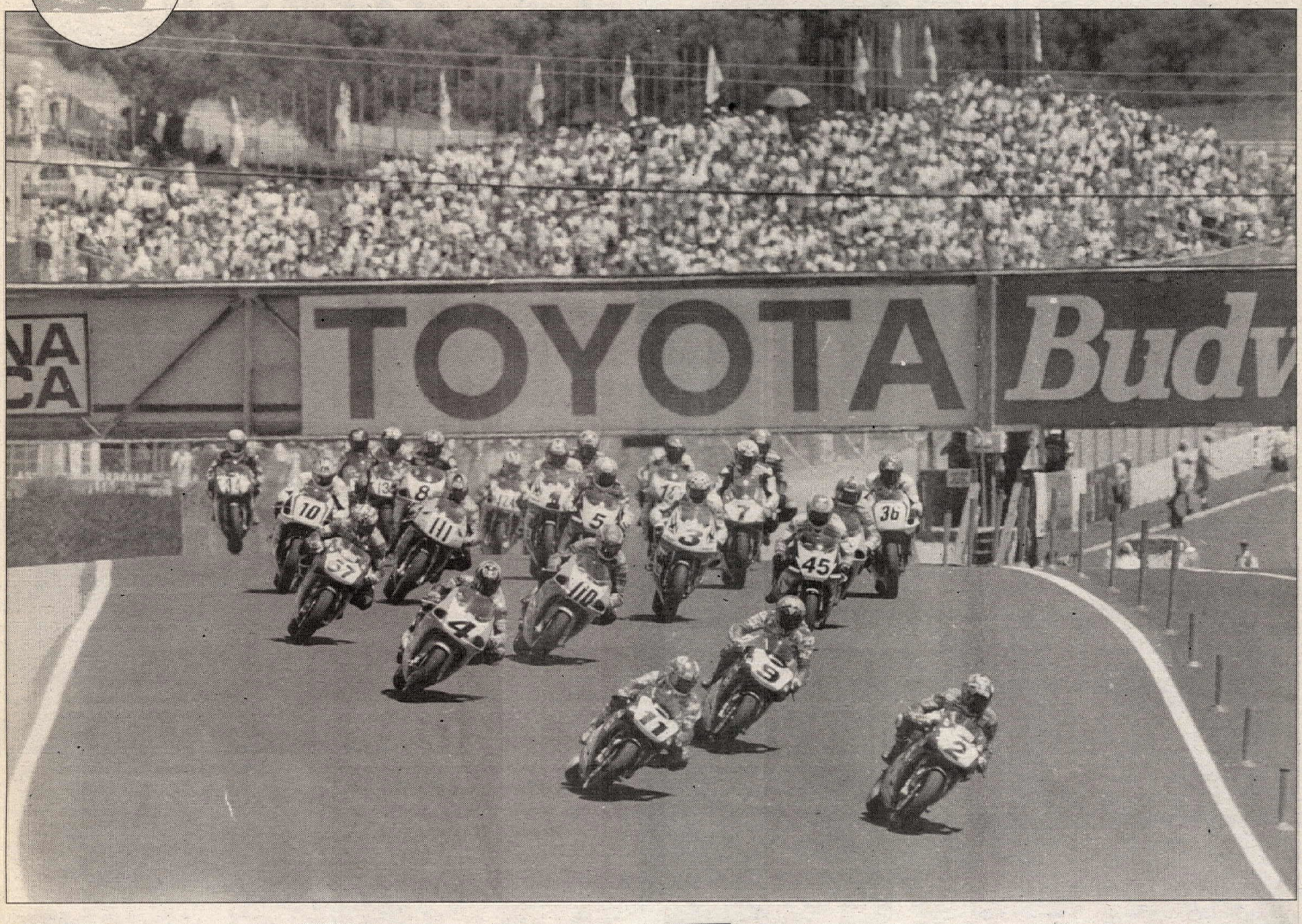
Round 6: Laguna Seca Raceway



Red and green

By Paul Carruthers/Photos by Henny Ray Abrams and Gold & Goose

MONTEREY, CA, JULY 21

Whether or not John Kocinski and his Ducati could have beaten the Kawasaki of Anthony Gobert on the final run to the flag in the second race of the World Superbike Championship round at Laguna Seca Raceway is now a moot point. With Gobert screaming to victory as Kocinski and a soured Ducati coasted to a 12th-place finish, the world will never know what would have materialized had the pair run together for the entire final lap. What we do know is that both riders turned in stellar performances in two scintillating races in the hills of Monterey.

What we also know is that when all was said and done it was Promotor Ducati's Troy Corser who gained the very most from the two races that made up the sixth round of the series, as his two second-place finishes place him atop the World Championship point standings.

While a focused Corser did exactly what he needed to do for his championship aspirations, the true stars of the day were Kocinski and Gobert.

With Kocinski winning the first race despite unrelenting pressure from Corser, the 35,000 spectators were robbed of what could have been a heart-stopping final half lap in the second race when Kocinski's Ducati failed him heading up the hill toward the Corkscrew - just as he was bearing down on Gobert for a fitting conclusion to a race-long battle.

Depending on who you listen to, Kocinski's Ducati either ran out of fuel because of a faulty fuel-injection control sensor that caused the V-twin to use 30 percent more fuel, or a cable that controls the fuel-injection system was broken, causing the Ducati Corse machine to simply stop running. Both stories add up to the same result: Kocinski was robbed of at least a second-place finish to go with his first-race win as he coasted to the finish line in 12th place. With Kocinski out for the final half lap, Gobert won easily, topping Corser by almost five seconds and making up in part for a disastrous first race that saw him crash out of the lead on the 12th lap.

If Kocinski, Gobert and Corser were the quickest men on the day, then Castrol Honda's Aaron Slight left Laguna Seca Raceway as the most relieved. After a horrible Laguna Seca experience a year ago, Slight left California this time with fifth- and third-place finishes to show for his efforts. And although he lost his points lead to Corser, the New Zealander was more than pleased as he trails the Australian by only four points, with what he calls his good tracks ahead of him and his worst behind him.

Corser leads the series over Slight, 204-200, with World Champion Carl Fogarty, eighth and fourth at Laguna, third with 170 points. Kocinski lies fourth in the series with 157 points after six rounds and 12 races.

It wasn't a good day for the AMA regulars in their one-off World Superbike appearances. With both Smokin' Joe's Honda's Miguel DuHamel and Muzzy Kawasaki's Doug Chandler failing to finish the first race, Chandler's sixth-place finish in the second leg turned out to be the highlight for the locals.

RACE ONE

The first race started under brilliantly sunny skies with high temperatures scorching Laguna Seca Raceway for the high-noon start of race one. When the light flashed green it was Corser grabbing the holeshot with the 25-rider field storming over the hill toward turn two.

By the end of the first lap, it was Corser and Kocinski running in tandem out front with Kocinski's teammate Neil Hodgson running third, and starting to lose touch with the lead duet. Yamaha World Superbike's Colin Edwards II was hot on Hodgson's tail, followed by Gobert, Promotor Ducati's Mike Hale, DuHamel, Chandler, Muzzy Kawasaki's Simon Crafar, Slight, Fogarty, Yamaha World Superbike's Wataru Yoshikawa and Team Suzuki's John Reynolds.

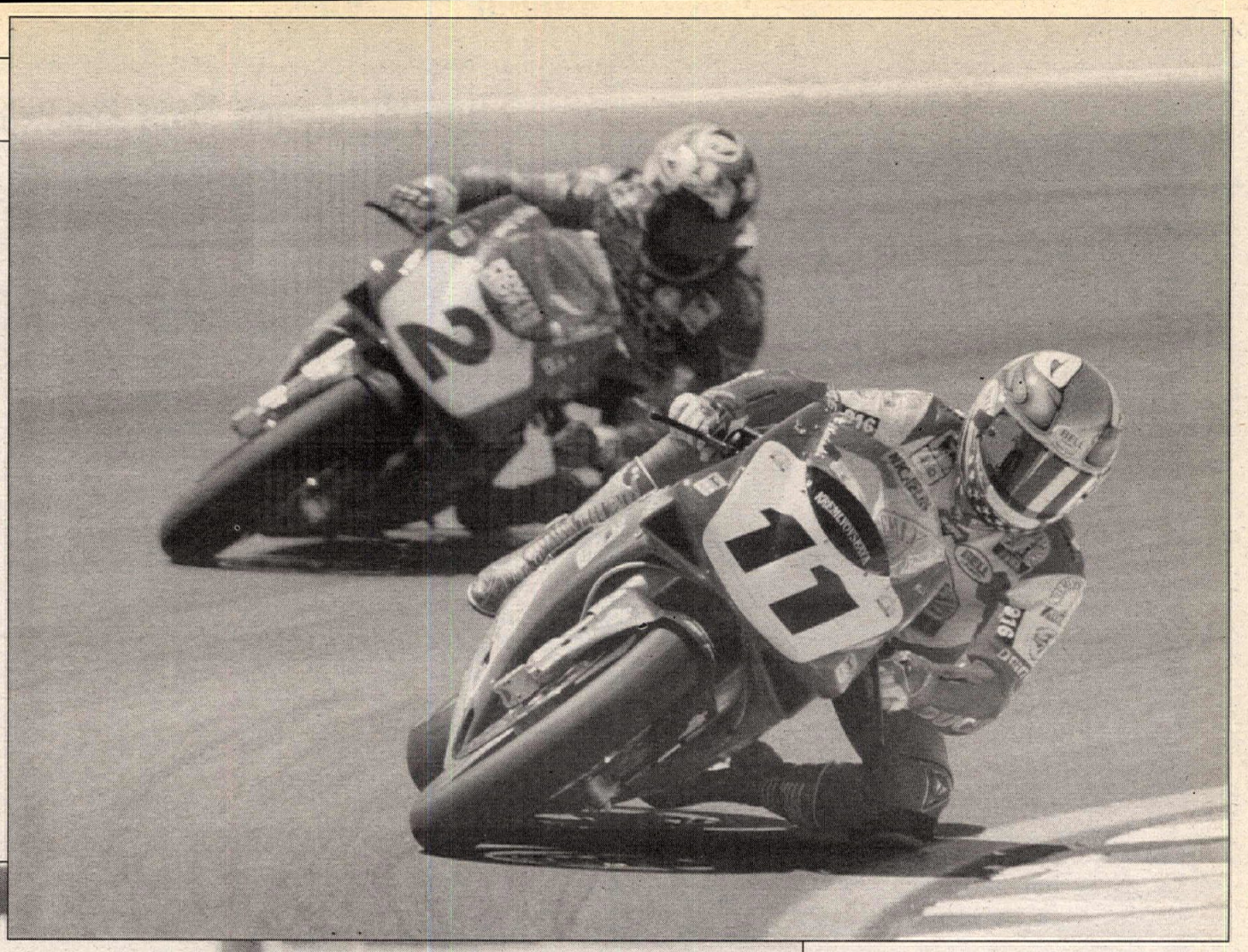
A lap later and Chandler was forced to pit with brake trouble. "It boiled the fluid," Chandler explained later. "We'll put the '95 brakes on for the next one and see what happens. This place is hard on the brakes because there's no

straighaways to let 'em cool down. I couldn't do nothing with it."

The locals' hope for a strong effort was further dashed when DuHamel was forced to pit on the fifth lap.

"I honestly don't know what was wrong with it," DuHamel said. "It's something with the front end on the left side. Going over one it would just tuck. It didn't do it all weekend, so I don't know why it would do it now. The third time it did it I knew something was wrong and I was at risk. I was just trying to ride and not fall and that's not going to work out there. I got a pretty good start and was trying to catch the leading four guys. We found an oil leak on the left fork, but the tire has been checked and it's fine. We won't know if it's fixed until we go out."

By this time, Kocinski had used an inside line to dash by Corser heading into turn two; ditto for Edwards who had moved around Gobert and was starting to eat into the lead duo's lead. On the eighth lap, Gobert returned the favor and the top four were running together, two Ducatis, a Kawasaki and a Yamaha. The race was on.



(Opposite page) Troy Corser (2) leads John Kocinski (11) and Neil Hodgson (9) on the run down the hill towards turn two at Laguna Seca Raceway in the opening leg of the U.S. World Superbike round. (Above) Kocinski (11) and Corser (2) stayed this close throughout the first race. (Left) Anthony Gobert (4) leads Kocinski and Corser en route to winning the second race at Laguna.

On the ninth lap, Gobert passed Corser with a late-braking move into the recently revised turn 11, the slowest corner on the track, and instantly went after Kocinski. Two laps later, Gobert moved around the outside of Kocinski on the exit of Rainey Corner and slid under the former 250cc World Champion on the run to turn 10. By the time the Australian headed up the hill out of turn five he had 0.61 of a second on Kocinski as he tried to make a break for it.

It all came to an abrupt end for Gobert in turn 11, the Kawasaki sliding to a heap in the dirt.

"I was outbraking them everywhere and I just wanted to demoralize 'em," Gobert said. "I just got a little too keen. I probably should've been more patient. I'll do everything the same (in the second race) except I'll brake a little earlier for that corner (turn 11)."

"He never started to pull away," Kocinski said later of Gobert. "We kept going and it was like, 'plus 0, plus 0' - so when he came up around the outside of me, I just kind of rolled off and thought I'd let him lead for a while. And he led for... a lap. It's nothing to make fun of. The guy (Gobert) rides hard and he's going to be tough to beat in the next round. He's a competitor and as you can see he can outbrake anybody in this whole field. It's just incredible some of the things he does. I have respect for him. I think maybe he just got in too hot and locked the front wheel up."

That left Kocinski and Corser to battle, with Edwards a distance behind and starting to come under some pressure from Hodgson. Behind them came a lonely Slight, an equally solitary Hale and Fogarty, then a battle among Crafar, Paolo Casoli and Yoshikawa.

On the 13th lap, both Chili and Suzuki's Reynolds were out, the pair crashing on the exit of the Corkscrew.

"I don't really know what happened," Reynolds said later. "As I powered out of the Corkscrew, I seemed to lose the back and high-sided. I've twisted my ankle, which is quite painful, but I should be okay for the second race." He was later diagnosed with having cracked a bone in his ankle, and was forced out of race two.

Nothing changed up front until the 19th lap when Hodgson worked his way around Edwards on the run up the hill out of turn 11.

"He (Edwards) made a mistake coming out of the last turn and it's a tough sport this road racing," Hodgson said later. "He tried to block me and he came across, which I would have done exactly the same, but I was already committed to the inside. "It probably looked a little bit close and I think my arm touched him as I went passed - but it's only about 160 mph there so it's all good fun. We're good friends, honest. Well, we was."

Hodgson wasn't finished. He suddenly ate into the gap between himself and the lead twosome and with five laps to go was right there. That lasted for three laps, but he couldn't keep the pace in the end and was forced to settle for third place.

"I had such a bad start to the season, I actually started to lose a bit of confidence," Hodgson said. "Thankfully, I haven't rushed into it and I haven't done anything crazy. In fact, since Donington I haven't even been off the bike. So I've slowly built my way up and built my confidence, and now I'm feeling really confident. Third in the first race - I'm really happy. Hopefully, I can build on that for the next one.

"I let them go too early on. I didn't feel comfortable pushing so hard so soon. Once my tires came in I slowly closed them back. With about four laps to go I was right there. To be honest I got it sideways too many times and there's no point in saying, 'If only...' If I'd crashed and sat in the dirt I'd be thinking, 'Shit, I shouldn't have tried so hard.' I used my head and eased it off a bit to take my third place. Hopefully, in the second race I'll get away with them a little better and won't let them pull away."

That left just Kocinski and Corser. Although the Australian was able to dog him for the entire distance, Kocinski took the win, his third such victory of the season.

"I didn't really feel too comfortable at the start," Corser said. "I got a good start and I got in front. But the tires were moving a bit and I sort of slowed down a little bit to just stay consistent and watch my board. When (Anthony) Gobert came by I sort of got on the back of Anthony and followed him and caught back up to John (Kocinski). When Anthony went down I thought I'd just sit behind John. My motorbike wasn't running really well; it wasn't accelerating good out of the corners so I had to settle for second. I'll just have to

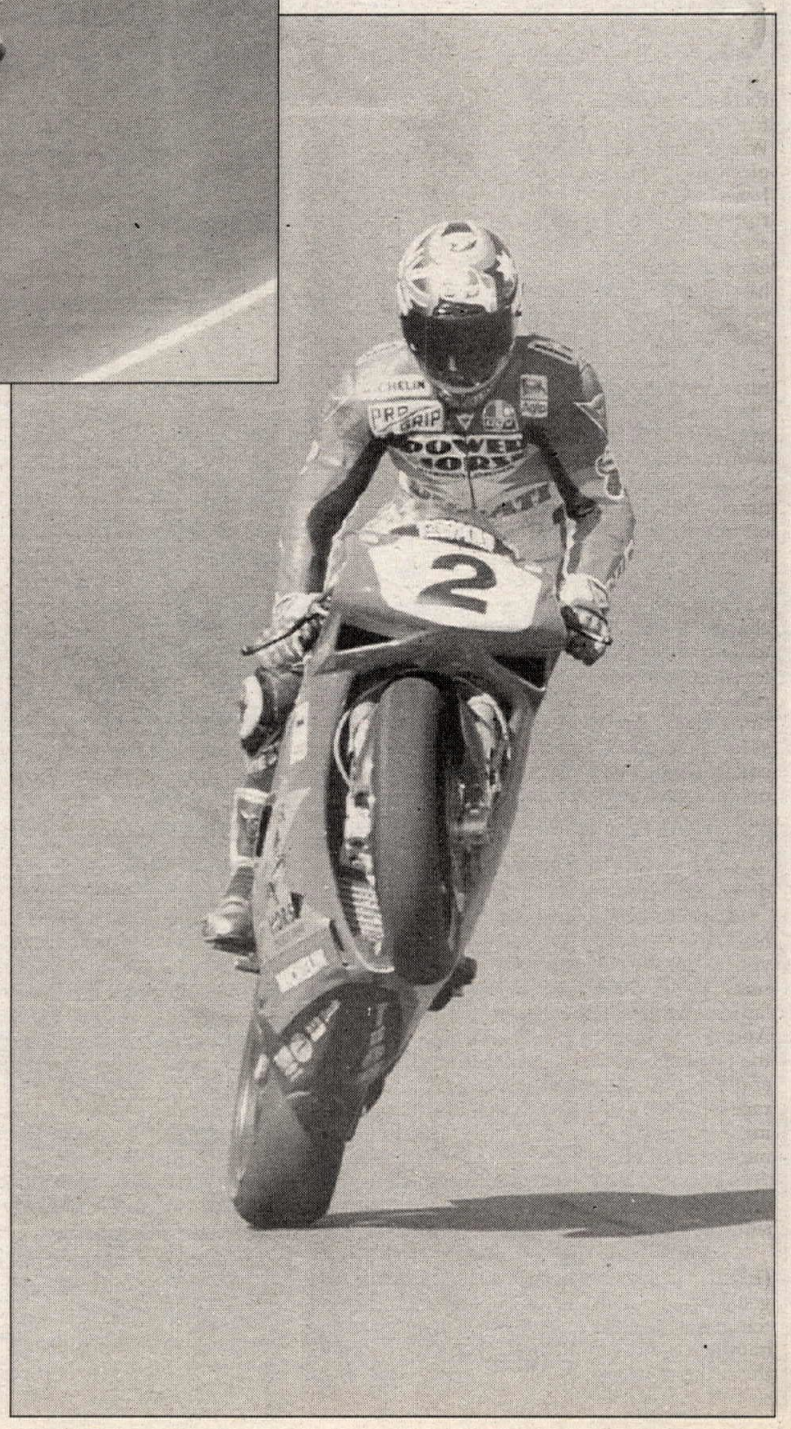
Round 6: Laguna Seca Raceway

wait for the next race. I actually got next to John in turn six. I think he missed a gear coming out of turn five. We went into turn six together and slowed each other up a bit. After that I knew I wasn't going to get away from him so I was better off not doing anything silly and landing in the dirt, which I've done too many times since I've been here this weekend. I just didn't want to crash because the points are more important and we'll go for the second race."

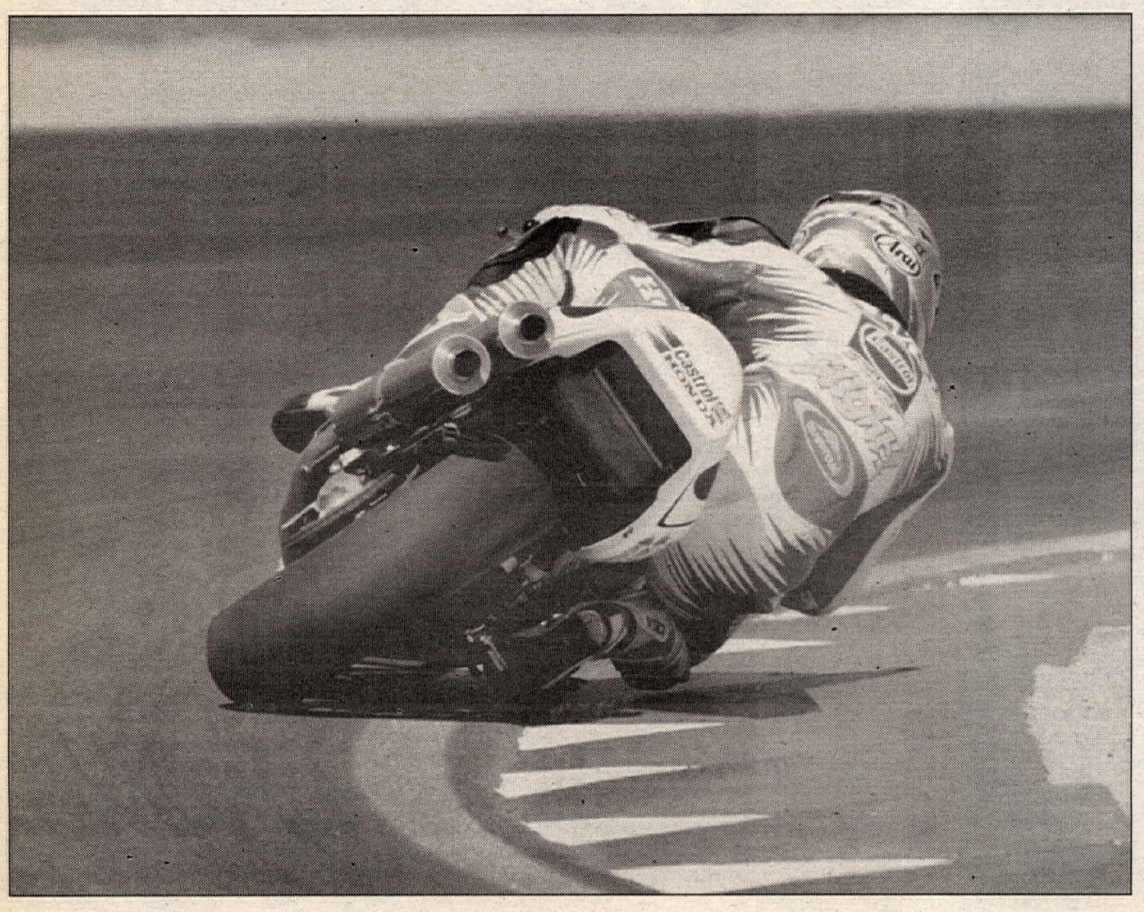
Naturally, Kocinski was pleased with his effort. "I didn't get the start that I wanted to get but I guess it was okay," Kocinski said. "It was better than the last few. I was able to get by Troy early on and just ride as hard and consistent as I could. I wasn't sure if he was going to try and come up the inside or not, so I just rode as hard as I could. If he would have come by, I was giving it everything I had so there wasn't anything I could do anyway. I just basically tried to worry about what I was doing and finish."

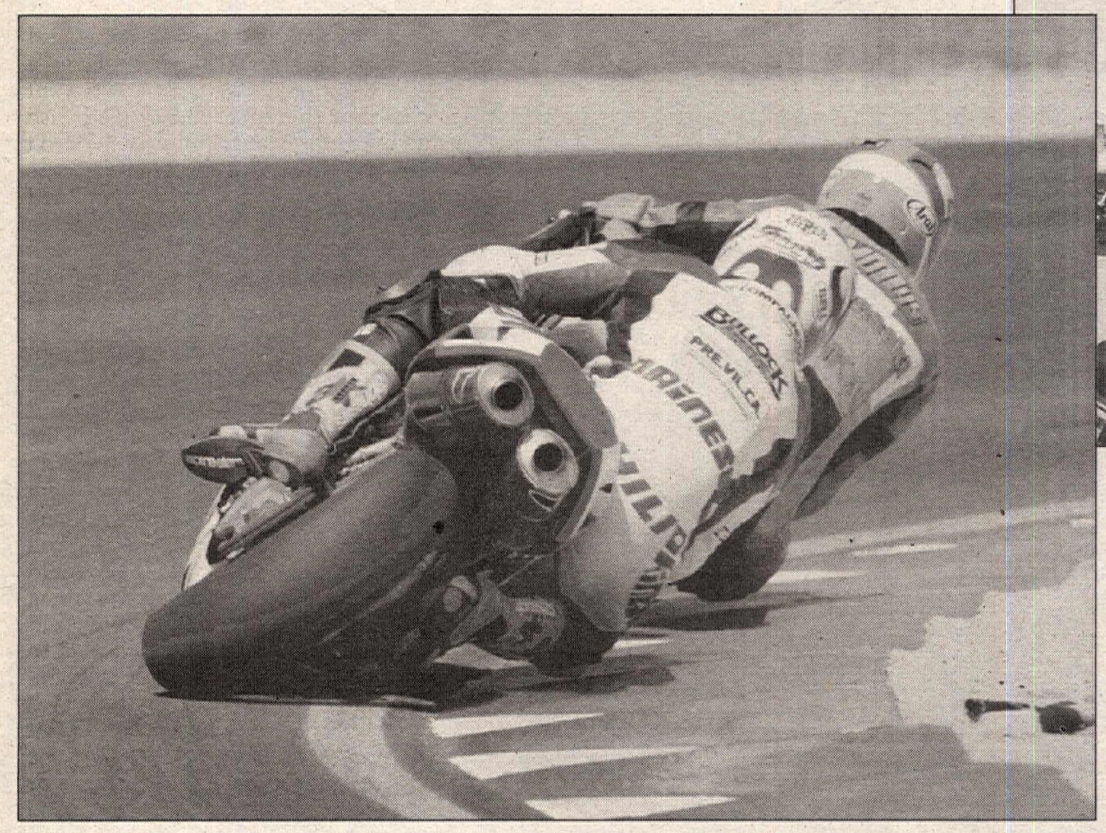
Edwards ended up fourth with Slight fifth, Hale sixth and Crafar getting the better of Fogarty and Yoshikawa for seventh. Suzuki's Kirk McCarthy filled the top 10 with Fast By Ferracci's Larry Pegram the best of the locals in 12th place.

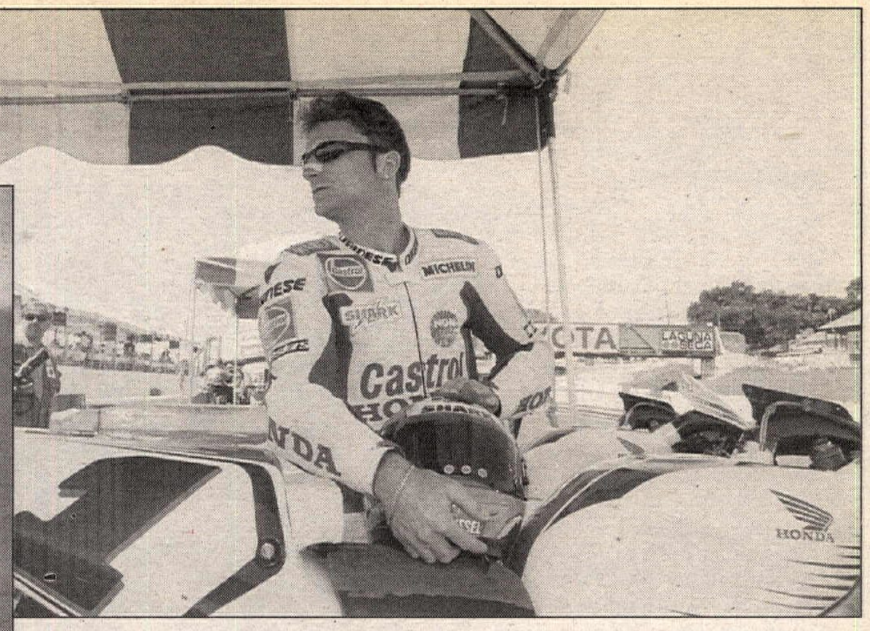
"A bad first corner," Pegram explained. "I ran into the back of Mike Smith and then I lost the front in two. I had to come to a complete stop, put it in first gear and then take back off. I was



(Above) The second leg gets under way with Corser (2) trying the inside of Kocinski (11) in turn thee. Gobert (4), Hodgson (9) and Doug Chandler (110) give chase. (Right) Corser celebrates with a wheelie after finishing second again in the second race. (Below) Kiwi Aaron Slight had a good day at Laguna, putting his Castrol Honda on the rostrum in the second race.







(Left) Pier-Francesco Chili tries to run down Doug Chandler in their battle for sixth place in the second leg.
(Above) World Champion Carl Fogarty left Laguna with a solid hold on third in the championship point standings.

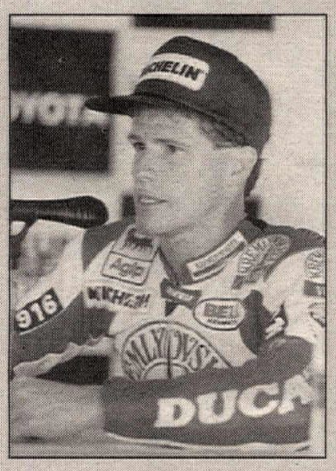
dead last. I passed some guys, but I never got back up to speed after that. I was a bit pissed off."

Alessandro Gramini had crashed the second Fast By Ferracci Ducati in turn two with a stuck throttle while running 12th and battling with McCarthy.

RACE TWO

Corser and Slight started the second race tied for the lead in the World Championship. That would be their focus for the race. Kocinski and Gobert

Kocinski's last-lap flyer



Qualifying doesn't get any better than this. With less than two minutes remaining in the final qualifying session for the U.S. round of the World Superbike Championship, Ducati Corse's John Kocinski (right) ripped off a stunning, lap-record-setting 1:25.715 to earn the pole position for his home race on the recently repaved Laguna Seca Raceway.

In a session that featured three men rotating at the head of the tables, it appeared as though it would be Promotor Ducati's Troy Corser at the top as the final minutes wound down. Then the Australian crashed in turn six - his second get-off of the day - and he could only watch from a trackside wall as Kocinski one-upped him on his final lap.

"I knew from yesterday that we could step it up some," Kocinski said. "The biggest thing today was the weather change. It was much hotter. This morning it seemed a lot harder to do consistent times that were fast. The team and my mechanics have been working very hard to get this bike to where I can ride it. I have to be able to spin the rear wheel and slide this thing to be able to ride it fast. As you can see today, we had some new parts brought here, put them on the bike and it enabled me to slide the back wheel without it trying to throw me in the bushes. Most of the other Ducati riders, they ride 'em and they never slide, but I can't ride that way. I need to know where the limits are because when I retire I still want to be able to walk and talk. Everybody worked hard and they really deserve the credit."

Kocinski was tight-lipped as to what exactly was changed on his Ducati V-twin. "Just some rear-end changes that will allow you to get the thing to spin and be able to control slides," he said. "When you ride a 500, from about the sixth lap to the 30th lap the thing is sideways and you have to ride 'em that way. And that's the way I've been trying to ride this Ducati, but in the beginning it was difficult. It takes time to adapt to the bike and I'm still learning every day. You can't forget that I didn't race last year and I've never ridden four-strokes, so... I'm learning every day and luckily I've got good mechanics that can help me and it's going okay."

Kocinski's flyer caught third-fastest qualifier Anthony Gobert off guard, the Australian turning a 1:26.380 to lead the session early on with the Muzzy Kawasaki.

"I wasn't really aware that John (Kocinski) could do a 25 (1:25)," Gobert explained. "I felt confident that I could maybe get a 26-flat out of the Muzzy Kawasaki. Every time I had a flyer there was somebody in the way and I never got a clear lap. I hammered a little bit too hard and nearly crashed at the top of the corkscrew."

So why was he suddenly so competitive after a season full of struggles? "I don't want to say too much about myself, but Laguna is a rider's circuit so it tends to make the power deficit a little bit less compared to the Ducatis," Gobert explained. "I think I can make up for a lot of it in the turns and I think that's why we're up the front again come this race."

Both of Corser's crashes - one in the morning in turn nine and then the final crash in turn six - occurred when the Ducati jumped out of gear on the entrance to the corner. It happened again in turn two just prior to his final session crash in turn six. Confidence-inspiring stuff the day before the race.

"It's like grabbing the throttle," Corser explained. "I was in the gravel just like that and I got it to glance off the wall. The same thing happened in two just before that and that pissed me off a bit. I thought, 'You bastard.' I thought I was going to hit the wall there, too. I was just finishing the lap to start another one and I was just cruising. The other bike handles better, but the engine's got some miles on it. We'll put this engine in that bike for tomorrow. I was doing 27.0 consistent with the slow engine.

"I knew John (Kocinski) would do a 25 because I knew I could do one," Corser added. "Early in the session there was cement dust everywhere from the Harley practice. It's a long race but you can count on 27s and some 26s at the start. I can do that on race tires without trying to hard. I've done three-quarters race distance on the tire we'll run tomorrow. There were a couple of tire choices, and even me and John prefer different tires."

The final spot on the front row would ultimately go to Kocinski's teammate Neil Hodgson, the Brit clicking off a 1:26.433 late in the session as less than a second separated the top four qualifiers. It was Hodgson's fourth front row start of the 1996 season, his debut year in the series.

"It's all going pretty good," Hodgson said. "We're really looking for a good set up with rain tires, but overall we're very pleased to be on the front row. We're still not sure of what tire to use for the race."

Then came Yamaha World Superbike's Colin Edwards II, with the Texan stopping the clock at 1:26.800. "Then we sat and waited to see who'd done what," Edwards said. "We put a front tire on that was out of round with four minutes to go and did 27-flat. We can do that all day long. It's just a matter of getting in a race and doing it."

Edwards said he wasn't caught off guard by Kocinski's lap in the 1:25s. "It doesn't surprise me when a Ducati does that," he said. "He (Kocinski) does it here and (Troy) Corser does it everywhere else. They'll do 26s in the race - at least for the first 10 laps. They get out there and fart around; it's like that at every race. They'll get six seconds ahead and then sit there."

Castrol Honda's Aaron Slight seemed to have put aside his dislike for the race track at Laguna Seca after last year's debacle, and the New Zealander was good enough to put the RC45 on the second row with a 1:26.974 - the final rider in the 26s.

"I'm pretty happy," he said. "I did a 1:27.2 lap on a soft tire then put a race tire on and managed to go even quicker. I had Gobert on my back before I did my best lap, but I didn't want to tow him around like I did at Monza so I let him through and had two clear laps on my own. The only change I'll make overnight is to the first gear on the RC45. I wasn't getting enough acceleration out of the last corner today."

The first of the AMA regulars was Muzzy Kawasaki's Doug Chandler, who with a 1:27.083 put himself right in the middle of the mix of those who would likely run at the front.

"I'm happy," Chandler said. "I felt I could have done a 26, but I got screwed when I had the good tires on. I think this morning showed a lot about how the race will be. I think it was more indicative of the race pace. I think you'll see a few 26s and the rest 27s, and I can do 27s steady. I wanted to be in the first group to show that the U.S. guys are as good as these guys."

Next came Muzzy Kawasaki's second World Superbike regular, Kiwi Simon Crafar at 1:27.349 and the final rider on the second row.

"I can't say I've been happy," Crafar said. "It just hasn't been working, but we've improved. You don't notice the power so much here, and Anthony (Gobert) has proven that. You have to have confidence in the front, but it's not the tire. You just have to be so aggressive here. You're just chucking it from side to side and it's a big difference from where we've been riding to here. We've just gone a lot harder (on setup) than anywhere before and it took us a while to figure it out. This is just one to get through and get some points."

Behind Crafar came the third fastest of the Americans - Mike Hale and the second Promotor Ducati at 1:27.388. The Texan was still suffering from the lingering pain in the foot he broke while testing prior to the Italian round of the series at Monza.

"It's going a lot better," Hale said. "When I had the qualifying tire on the rear motor mount slid out like it did in the second race at Donington. We couldn't change it in time because there was only two and a half minutes to go. My foot is sore as hell, but I'll get some ice on it. We can go 27s on our race setup, so I think we'll be good for the race. We've made some changes here, trying to keep the front down in the corners. I'm still waiting on the bike in a few places, so we're going to try raising the back a little bit tomorrow. I left a pretty impressive blackie from the front tire in turn nine that last session."

Right behind Hale came Smokin' Joe's Miguel DuHamel, back farther on the grid than most would have predicted. Still, the French Canadian has proven in the past that he's not to be counted out, no matter his starting position.

"I did a lot of low 28s and in the race that'll translate to 27s," DuHamel said. "I don't think they did 26s on race tires. We spent a lot of time testing tires and we had a carcass that was too stiff on one and that killed us. I think we could do 26s on good rubber. Kirk McCarthy blocked me for a full lap. I don't know if I had been in his way before or what, but he felt the need to block me. I'm not too disgusted. I just know I need a real good start because there'll be four or five guys in a breakaway. Once we get past the halfway mark, we can shine in that area. When the tires get greasy and it starts sliding, I can rear steer it and it gives me more confidence - funnily enough. I think we could have ended up eighth or so if we didn't run out of time. I'm well aware of what I have to do. I have to be seventh or eighth by the time we get to turn 11 on the first lap - if not, they'll be gone. To get top five, I have to get a good start. A lot of these guys will be fast for the first five, six, seven laps - then they'll go into uncharted territory."

The third row would be filled by World Champion Carl Fogarty and Edwards' Yamaha teammate Wataru Yoshikawa.

"I did a fast lap early in the session but then panicked," Fogarty said. "I watched my pit board and my position went: sixth, seventh, eight and ninth, and I tried too hard. I was running wide everywhere and making mistakes in a rush to get a faster lap. At least all of my times were on race tires. I never used a soft compound Michelin tire for a quick lap and a lot of the riders ahead of me would be on Dunlop qualifiers, so I should be able to get the better of them on Sunday."

The final Americans in the field were Muzzy Kawasaki's Mike Smith (16th), Fast By Ferracci's Larry Pegram (19th), and Michael Barnes (21st) and James Randolph (23rd) on rent-a-racers from Eraldo Ferracci.

In all, 25 riders qualified for the race with Californian Mark Miller the final rider on the grid.

Round 6: Laguna Seca Raceway

were out to win - as if nothing else mattered.

It was Kocinski leading over the hill and into turn two for the first time after a somewhat botched start caught some off guard and others jumping.

"I don't know who the idiots were who were doing the lights," Edwards said later. "It usually goes red, green, with a second or so difference between the two. This time it went red..... green. A lot of guys jumped."

If Corser's concerns were on the championship, he didn't show it on the first lap as he dived into the lead going into turn six. Gobert followed with Kocinski third, Hodgson fourth, and Slight fifth at the end of the first lap.

Chandler was faring much better than he had in the first race. The Muzzy Kawasaki rider was sixth after the first lap and with some shuffling here and there, that's where he would ultimately finish.

"I can't be too upset," Chandler said later. "I felt I could have run with those guys, but the rotors were pulsating and I was fighting to get feeling in my hands. Still, we weren't that far off."

Edwards' race was already over, the Texan sliding off in the Corkscrew after just one and a half laps.

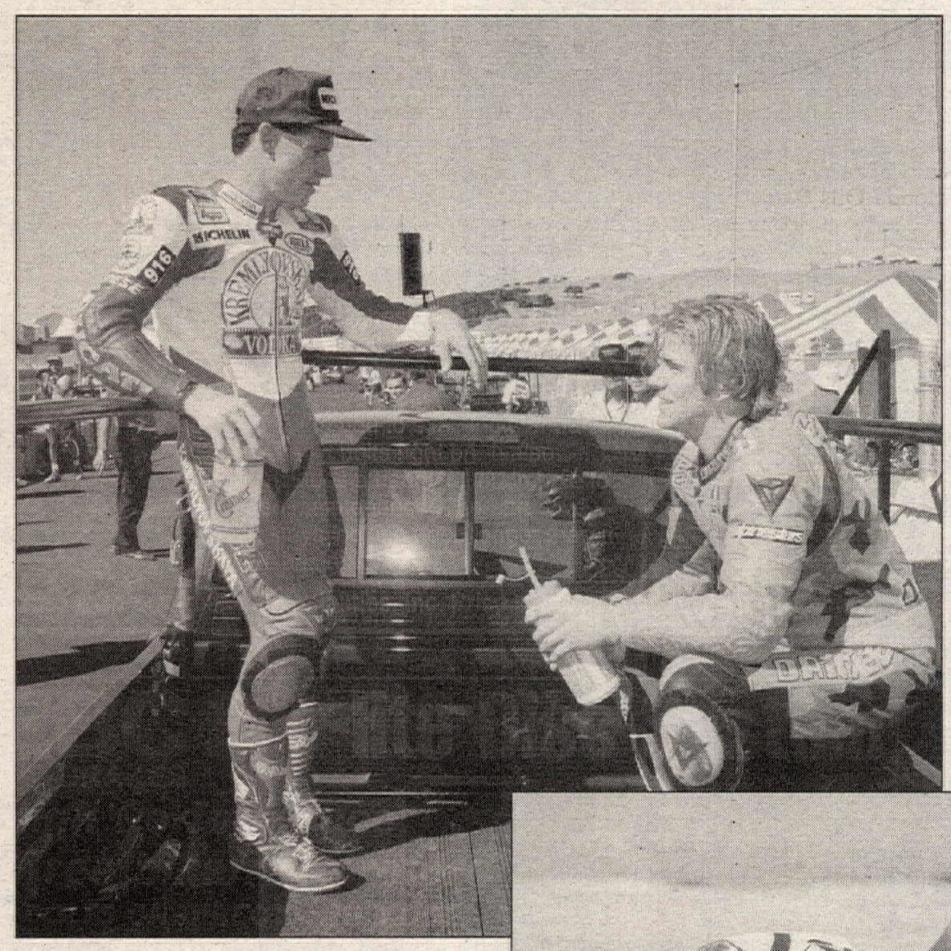
"The bike wasn't set up as good in the first one," an uninjured Edwards said later. "When the fuel load got lighter it would chatter and that's a problem we had all weekend. We repositioned the bike for the second race with more weight on the front and it was heaps better. I got in there fine and wasn't pushing hard. I was biding my time and I went into the Corkscrew just like every other lap. I just clipped the footpeg on the curb. It was a stupid move and it was just assholes and elbows after that."

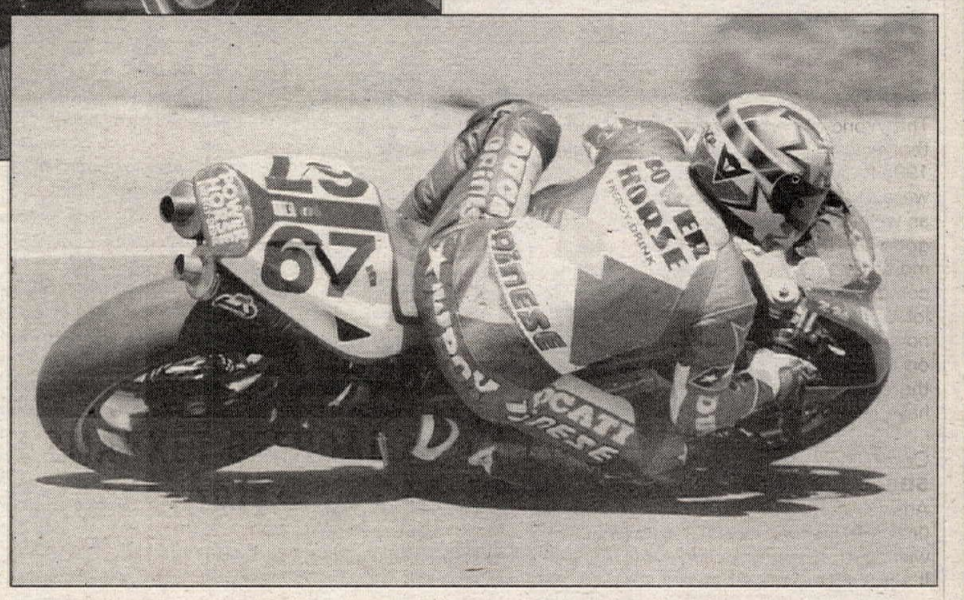
Gobert took over at the front on the fifth lap, zapping Corser again on braking for turn 11. The pair went side by side over the hill that makes up turn one, but Gobert got the better of the exchange and held the lead. As they headed up the hill out of turn six, Gobert had opened up a lead of 0.79 second. This time he wouldn't crash, though it wasn't from a lack of pressure from his pursuers.

Kocinski wasn't about to let Gobert go, and he passed Corser going into turn two and quickly latched on to Gobert's back wheel. They stayed that way for the duration, with Corser gaining ground at times and losing it at others. He would ultimately let them go, his rear Michelin wearing out late in the race.

"We went slightly harder on the front tire," Corser said later. "In the first race that was the problem. The front tire was good, but the rear tire went off about halfway through the race. I could sort of sit behind Anthony and John, but the last couple of laps the tire was shot. So I just sort of rode around. I was sitting there to see what would happen for the last couple of laps. I knew that John would put everything in to try to win and I knew Anthony was going to try to win, so I wasn't sure because with that turn 11 you can get caught out pretty easy and slow each other up. Anthony was too hard for me; he was pushing really hard and I was just happy to get the points."

The Gobert/Kocinski fight went to the final lap, but Kocinski never led. Instead he stalked, applying constant pressure to the Australian. But on the final lap, the pressure only lasted until the pair headed up the hill toward the Corkscrew. It was there that Kocinski





(Above) Kocinski (left) and Gobert (right) were the stars of the day in the U.S. round of the World Superbike Championship. (Right) Mike Hale made his return to Laguna Seca on the Promotor Ducati, finishing sixth and 10th.

slowed, his Ducati's engine no longer firing. He coasted down the hill and through Rainey Corner, turn 10, and turn 11, barely making it up the hill and across the finish line in 12th place.

"It went going up the hill," Kocinski said, claiming that the bike was down on horsepower for the entire race. "And I had no power coming down the hill. We made some changes and the bike was just fabulous. It's only one time a year that it gets like that. If the engine just would have been normal... Midway through the race we could have gotten ahead of him (Gobert) and just gone."

Gobert said he felt no pressure, and in fact thought it was Corser who was behind him the whole time.

"I feel pretty good," Gobert said. "I knew coming in here that this would be a race track where we could start our year again. It's been quite up and down. I won the first round, but kind of got pushed to the side there when we got disqualified with some sort of machine problem. I haven't really looked at the points or anything, I just look at it race by race. I want to win every race. The way I look at it is if I win as many as I can, hopefully I'll be World Champion at the end of the year. As it turns out, our machine has really been underpowered all year. This kind of track is tight and it doesn't give the Ducatis or the Honda the straightaway to really get away from us. It really enables me to push hard in the corners to keep the guys off. I really didn't feel much pressure. I knew Troy (Corser) was right there, but I knew he wasn't pressuring. I felt he was struggling to stay with me, so I felt confident that we could win the race or both of them today. Unfortunately, I crashed in the first one because I really wanted to make a big break straight away and to prove to everyone that I can do it as a rider. Fortunately enough, I managed to stay on the bike and prove it in the second one. It's good when a Ducati is behind you because you can hear how close or far away it is because of the noise. I just knew that Troy was right behind me and I wasn't sure who was right behind him. I just felt that if I stayed smooth and not make any mistakes, then I felt I could win the race. That's just what I focused on."

Corser crossed the line almost five seconds behind with Slight another seven seconds back, happy to be on the rostrum at a track on which he's struggled.

"Yeah, I was rapt with that," Slight said. "Last year we struggled so bad here and to come away with that many points from Laguna is really a big effort for the team. I was coming to grips with the track and really enjoyed the race. It was hard for sure and the guys at the front were going good. I could keep up for a while, but that was all I could do. I made a muck-up one time of the hill and ran wide a bit in the Corkscrew and that was that. I lost the tow and had to do my own race. I think we're only four points behind and we're halfway, so we're sort of starting from scratch again. It's really great and the tracks to come are just so good for me and the Honda."

Then came Fogarty, having ditched Crafar, who spent most of the race battling with Chandler. Chili was seventh followed by Yoshikawa, who set the fastest lap of the day (a 1:26.926) trying to catch Chili on the final laps. Hodgson, who ran off in turn two while in the lead group, ended up ninth, a second in front of Hale.

"The first race I didn't enjoy at all," Crafar said. "The fork was bad, but I figured it out and the second race was more enjoyable. Doug (Chandler) and I have very similar styles, but I spent too long behind Doug. I went half a second better after I got by him."

Fogarty had chosen a harder-compound rear Michelin for the second race, and his results were better because of it. "I was a bit nervous of the start and was desperate to make a good start, but it took a lot of concentration and I had to battle through the first couple of laps before I had my mind on the race again," Fogarty said. "Edwards' crash lost me the two to Aaron (Slight), but I'm really pleased to come away with the points I have and I know I can win at a lot of the circuits remaining in this year's championship. The second race today was the first time I've ever found any sort of rhythm around here."

DuHamel was fortunate to escape injury when he crashed his Smokin' Joe's RC45 on lap eight while running ninth; Gramigni was forced out when the shifter bolt fell out; Pegram was 14th and Mike Smith ended up 15th. CN

Laguna Seca Raceway
Monterey, California
Results: July 21, 1996 (Round 6 of 13)

SUPERBIKE QUALIFYING: 1. John Kocinski (1:25.715/93.995 mph); 2. Troy Corser (1:26.284); 3. Anthony Gobert (1:26.380); 4. Neil Hodgson (1:26.433); 5. Colin Edwards II (1:26.800); 6. Aaron Slight (1:26.974); 7. Doug Chandler (1:27.083); 8. Simon Crafar (1:27.349); 9. Mike Hale (1:27.388); 10. Miguel DuHamel (1:27.415); 11. Carl Fogarty (1:27.476); 12. Wataru Yoshikawa (1:27.476); 13. John Reynolds (1:27.748); 14. Pier-Francesco Chili (1:27.835); 15. Kirk McCarthy (1:28.989); 16. Mike Smith (1:28.138); 17. Alessandro Gramigni (1:28.181); 18. Paolo Casoli (1:28.187); 19. Larry Pegram (1:28.206); 20. Piergiorgio Bontempi (1:28.448); 21. Michael Barnes (1:29.180); 22. John Boustas (1:29.239); 23. James Randolph (1:29.555); 24. Igor Jerman (1:30.966); 25. Mark Miller (1:32.643).

RACE ONE: 1. John Kocinski (Duc); 2. Troy Corser (Duc); 3. Neil Hodgson (Duc); 4. Colin Edwards II (Yam); 5. Aaron Slight (Hon); 6. Mike Hale (Duc); 7. Simon Crafar (Kaw); 8. Carl Fogarty (Hon); 9. Wataru Yoshikawa (Yam); 10. Kirk McCarthy (Suz); 11. Paolo Casoli (Duc); 12. Larry Pegram (Duc); 13. Piergiorgio Bontempi (Kaw); 14. John Boustas (Duc); 15. Mike Smith (Kaw); 16. Mark Miller (Suz); 17. Alessandro Gramigni (Duc); 18. Anthony Gobert (Kaw); 19. John Reynolds (Suz); 20. Pier-Francesco Chili (Duc); 21. Doug Chandler (Kaw); 22. James Randolph (Suz); 23. Igor Jerman (Kaw); 24. Miguel DuHamel (Hon); 25. Michael Barnes (Duc).
Time: 41 min., 3.153 sec.
Distance: 28 laps, 61.6 miles.
Margin of Victory: 0.117 sec.
Fastest Lap: Anthony Gobert, 1:27.112, lap 9.

RACE TWO: 1. Anthony Gobert (Kaw); 2. Troy Corser (Duc); 3. Aaron Slight (Hon); 4. Carl Fogarty (Hon): 5. Simon Crafar (Kaw); 6. Doug Chandler (Kaw); 7. Pier-Francesco Chili (Duc); 8. Wataru Yoshikawa (Yam); 9. Neil Hodgson (Duc); 10. Mike Hale (Duc); 11. Paolo Casoli (Duc); 12. John Kocinski (Duc); 13. Kirk McCarthy (Suz); 14. Larry Pegram (Duc); 15. Mike Smith (Kaw); 16. Piergiorgio Bontempi (Kaw); 17. Igor Jerman (Kaw); 18. Mark Miller (Suz); 19. John Boustas (Duc); 20. Miguel DuHamel (Hon); 21. Alessandro Gramigni (Duc); 22. Colin Edwards II (Yam).
Time: 40 min., 59.224 sec.
Distance: 28 laps, 61.6 miles.
Margin of Victory: 4.891 sec.
Fastest Lap: Wataru Yoshikawa, 1:26.926, lap 27.

WORLD SUPERBIKE C'SHIP POINT STANDINGS (After 6 of 13 rounds): 1. Troy Corser (204/4 wins); 2. Aaron Slight (200/1); 3. Carl Fogarty (170/1); 4. John Kocinski (157/3); 5. Colin Edwards II (123); 6. Pier-Francesco Chili (117/1); 7. Simon Crafar (112); 8. Anthony Gobert (84/1); 9. Neil Hodgson (62); 10. Mike

Hale (57); 11. Christer Lindholm (51); 12. Wataru Yoshikawa (50); 13. Kirk McCarthy (49); 14. Paolo Casoli (46); 15. Piergiorgio Bontempi (33).

Upcoming Rounds:
Round 7 - Brands Hatch, England; August 4
Round 8 - Sentul, Indonesia, August 18

Pro Honda Oils 600cc Supersport Series
Round 9: Laguna Seca Raceway

DuHamel cruises

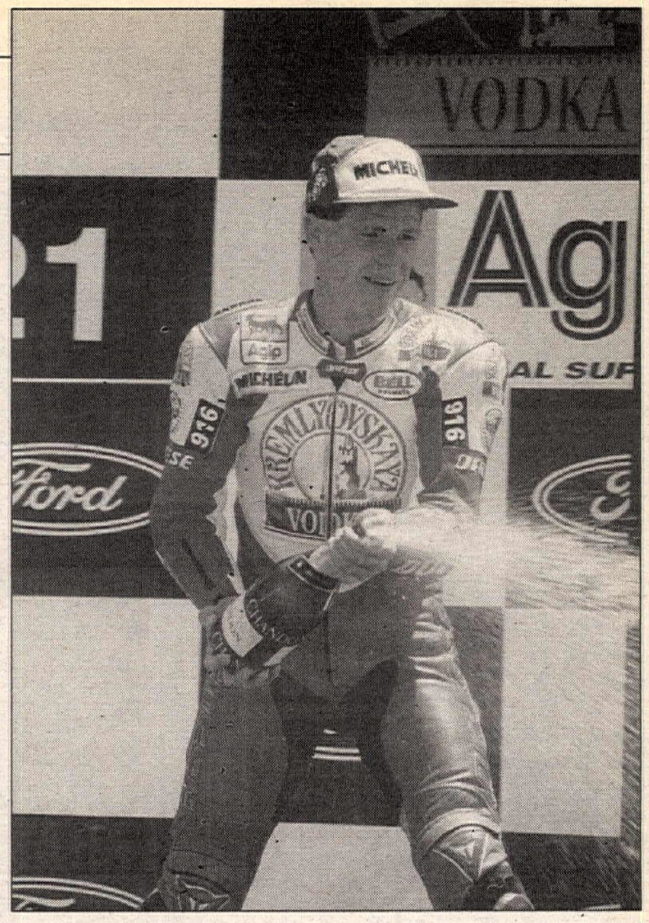
By Henny Ray Abrams

MONTEREY, CA, JULY 19

Smokin' Joe's Honda's Miguel DuHamel put on a riding clinic for Zero Gravity's Ben Bostrom, towing the younger rider along for the entire race before slicing through traffic and upping the pace to a level that Bostrom couldn't match, but could only watch in admiration.

"He's (DuHamel) a great traffic-passer and that's what wins races, so I actually learned a lot off the guy," Bostrom said after finishing second in the Pro Honda Oils 600cc Supersport race on a hot and sunny day at Laguna Seca Raceway. Though he finished only 0.844 second behind, Bostrom wasn't effectively able to mount a challenge at the end and DuHamel slowed out of the final corner, looking back to make sure he had a safe-enough cushion for a celebratory wheelie. The two had run together, with Erion Racing's Andrew Stroud close behind, until DuHamel began to speed up just past the halfway mark. He dropped his lap times from the 1:34 range, down into the 1:33s with an unofficial best of 1:33.26 on the penultimate lap.

"You don't need to win by a big margin, you need to win, you need to get points," DuHamel said after jetting away from the pole and setting a new race record. The French-Canadian lowered the mark set by Muzzy Kawasaki's



John Kocinski sprays the bubbly after winning the first race. It was the Ducati rider's third win of the season.

Briefly...

The World Superbike contingent found a Laguna Seca race track that was much different from the one they remembered from 1995. In addition to being resurfaced, the World Superbike riders were also seeing the changes to turns 10 and 11 for the first time, as well as the more daunting run over the hill that is turn one. "It's good and bad," **Troy Corser** said of the changes. "There's more grip and less bumps, but someone can really screw you up completely in turn 11 now. Turn five is really good, you can carry a lot of cornering speed through there. I think turn one is harder now; the speed is higher and it seems flatter. It wicks up big-time on the downside of the hill and I almost crashed there. In fact, if there would have been other bikes around me someone would have hit me."

Corser also said that it is 100 percent certain that he will race a **500cc Grand Prix** bike in 1997. "I should know soon," the Australian said. "I haven't signed anything yet. I met with Alfred (Inzinger) last week and I'll be on a 500 next year for sure. I'm just waiting on his final decision. It's 100 percent for 500s next year. It's just sorting out the details."

Promotor Ducati team owner **Alfred Inzinger** was expected to make a major announcement in regard to his racing plans for 1997, but has postponed that announcement until the Brands Hatch round of the series in two weeks' time. It is now believed that Inzinger may end up using two different brands of motorcycles as he fields teams in both World Superbike and Grand Prix for 1997.

Wild hairstyles seem to be all the rage on the World Superbike circuit. **Aaron Slight** showed up at Laguna Seca with the most outlandish hairdo, an orange mohawk. **Anthony Gobert** came to Laguna with his hair dyed green, sideburns and all. "I thought I'd better try something to match my riding style, so we'll see how it goes," Gobert said. Colin Edwards II was among the hairless at Laguna, the Texan shaving his head and wearing a 'do rag to protect it from the sun - a little too late, however, as he'd already been badly burned on the scalp earlier in the week.

Smokin' Joe's Honda team owner **Martin Adams** had a bad start to his weekend of World Superbike racing when his rental car was stolen from the parking garage at his hotel in Monterey. The bad part of the theft was that his briefcase was in the trunk of the Cutless four-door, and it contained not only $2700 in cash, but also his passport and airline tickets for what was supposed to be a Monday departure for Japan. "I've worked for six weeks to get the deal for Suzuka worked up," Adams said. "Now I don't even know if I'll be able to go. They caught me at the worse possible time - going to Suzuka."

James Randolph was enjoying his World Superbike debut on his rented Fast By Ferracci Ducati. The Californian ended up qualifying 23rd after getting the Ducati fitted to his tall and lanky frame. "My size has been the hardest part," Randolph explained on Saturday. "We had to get it fit right with shifting and everything. I was two seconds faster now than the first session and I can go better with better tires and gearing. It's going good." Randolph, however, didn't finish either leg, his $10,000 rent-a-racer suffering a broken plug wire in the first leg and a mystery ailment in leg two. "I learned a lot and I have a lot of respect for these guys," Randolph said of his World Superbike experience. "I feel very fortunate that I was able to race against them. I did the best I could in every way."

Floridian **Michael Barnes** also raced a rented Ducati from Ferracci and he too suffered mechanical problems. Barnes went out on the fifth lap of the first leg and didn't start the second.

Although it is still undecided whether or not he'll be in Smokin' Joe's colors in 1997, it is definite that **Ben Bostrom** will be aboard Hondas in the coming year. "We have an option on Ben for next year and I can tell you that he will definitely be in the Honda fold for next year," Smokin' Joe's team owner Martin Adams said. "We'd like to bring him along like we did with (Mike) Hale - with a Supersport program with a chance to test and possibly race a Superbike a few times next year and then a full Superbike/Supersport program for the following year." Many actually believe that Bostrom is currently ahead of Hale at this point in his young career. The Californian is also benefiting greatly from the attention he is getting from Miguel DuHamel, who seems to have taken Bostrom under his wing.

John Kocinski showed up at Laguna Seca with a new helmet design from **Troy Lee**. The mostly gold helmet still featured the eagle that Kocinski has worn since the beginning of his AMA racing career, though this one was slightly different in design. "I did it for the fans," Kocinski said. When someone compared his idea of using a different helmet for his home race to when Kevin Schwantz brought out his Desert Storm helmet for the U.S. GP one year, Kocinski said: "I wouldn't be buried in that thing. This is a real helmet. No one can match Troy Lee."

Kocinski also pointed out that while he would return to **Grand Prix** racing under the proper circumstances "with the right bike and the right people," he prefers the atmosphere in the World Superbike paddock. "It's a much nicer atmosphere here," Kocinski said. "There are no extra people with their hands in the fire."

The **Yoshimura Suzuki** team didn't show up for the World Superbike round at Laguna Seca, though **Mat Mladin** was there as a spectator. There is still no official reason why the team didn't elect to participate, but a company official had said earlier in the year that they wouldn't go unless they would get "A-grade" tires from Dunlop. "We were fully prepared to provide them with the best tires we had," Dunlop's Jim Allen said on Sunday.

Smokin' Joe's Honda's **Miguel DuHamel** was one of two riders who'd tested on the resurfaced Laguna Seca track prior to the race and knew what to expect. "I think the track has a lot more grip, a lot more adhesion to it for the tires," he said. "On that side it's really good. The safety aspect, they moved some things around to make it a safer race track. It's a little disappointing just because there's little bumps here and there that for a new surface you sort of wished it was a carpet ride," DuHamel said. Zero Gravity's Ben Bostrom, who finished second to DuHamel in the Pro Honda Oils 600cc Supersport race said: "It's very good, very predictable. It's a little dirty when you get off the race line - which they should be able to sweep off better than they did. I love new surfaces. The front and back slide really even. It makes for good racing. And you just don't like one-line race tracks. It's all blacktop and you can set a guy up and go high-low. It's definitely for the better."

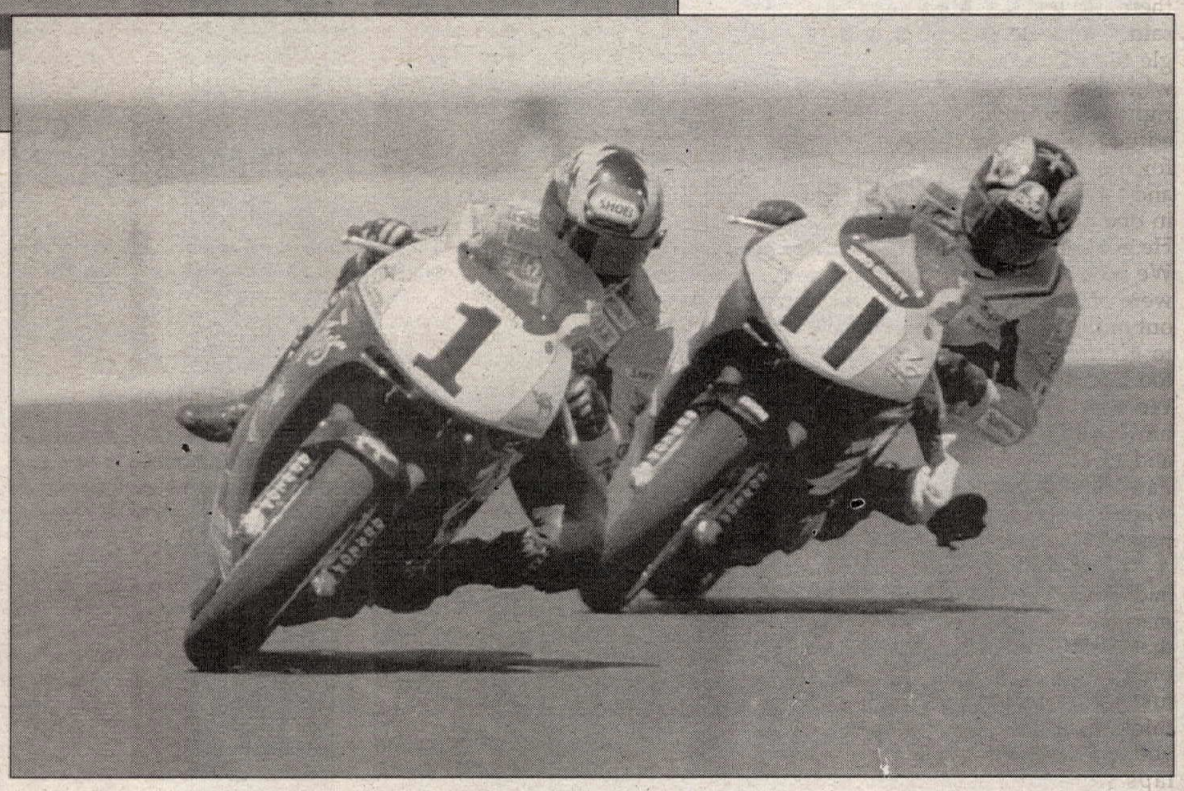
Because **Ben Bostrom** had to go directly from the 600cc Supersport podium to the Progressive Insurance SuperTwins practice, he was unable to attend the post-race press conference. No matter. DuHamel jokingly filled in for him. DuHamel said: "Ben would like to say that he felt very fortunate to ride behind me. He was very happy and second place to me was like a dream come true."

Smokin' Joe's Honda's **Steve Crevier** didn't compete in the World Superbike races, despite being pre-entered. "I wanted to, but sometimes you can't get everything you want," Crevier said. He'd returned to racing last week with an eighth-place finish in the AMA Superbike National at Brainerd International Raceway after recovering from a personal watercraft injury at the end of May. "It's maybe a bit of blame on me. I'm not so healthy, I guess. We discussed it after Brainerd. I wish I was, but Miguel (DuHamel) is riding better now than me and they want to concentrate on Miguel."

Before the racing had even begun, Mitchell's Modesto's H-D's **Matt Wait** had alread moved back up into second in the Progressive Insurance Supertwins point standings after winning the appeals of his disqualifications from the Mid-Ohio and Loudon races in a unanimous decision that the AMA disagreed with. "We don't agree with the appeals board decision, but we must respect this process. We thought that AMA Pro Racing presented a very strong case. This decision will not deter AMA Pro Racing's commitment to keep our racing as fair as possible," Merrill Vanderslice, the AMA Director of Professional Competition, said. The three-man independent appeals board, which the AMA chose - Steve Whitelock, the FIM World Superbike Chief Technical Inspector; Jim Hutzler, the Northern Californian Sales Representative for Parts Unlimited; and Jewel Hendricks, a noted author of books on Superbike race preparation - met in Monterey for three hours on Friday night before rendering its decision. "I've got to give all the credit to my dad. He really did his homework as far as the heads go and what the AMA claimed to be illegal. He did his research and homework and got the facts and it turned out that the facts were true. The truth always comes out in the end," Wait said. In disqualifying Wait the AMA had contended that there was a "reshaping or blending of the ports," Wait's father said because the heads didn't look like the control samples which the AMA has. He said that the heads which were used at Loudon had been through post-race teardown 27 times and the heads from Mid-Ohio had passed six inspections. "We could have used them today," he said. But, as it turned out, they didn't need them.

The **Wait family** got more good news when Matt's younger brother Nate, who was severely injured in a practice crash at Brainerd, returned home to Lodi, California, the day before the World Superbike weekend began. "He flew home Thursday night," Matt Wait said. "He was going to come out here but he got sick on the airplane. You'll probably see him at Sears Point. He's in a wheelchair right now. Both arms are in casts so he can't really use crutches. He's probably going to have to have skin grafts on his leg because of the laceration. All in all he's in good spirits and he wants to come back to race. He'll start again at Daytona." Wait cataloged his younger brother's injuries as: "Multiple compound fractures of the left arm, a cracked left wrist, a cracked left ankle, broken left elbow, and a severe laceration of his left leg where the pit wall slashed it. About a foot-long slash. He cracked his right wrist, too. He didn't break his leg. He just lacerated it real bad so he can't bend it. If he bends it it'll break open."

Round 6: Laguna Seca Raceway



(Above) The 600cc Supersport race gets started with Miguel DuHamel (1) leading Andrew Stroud (130), Ben Bostrom (11) and Jason Pridmore (7). (Right) The race came down to DuHamel leading Bostrom for the duration - teacher and student.

Mike Smith in the spring race by nearly 11 seconds in completing the 17-lap, 37.4-mile race in 23 minutes, 34.718 seconds. He averaged 85.405 mph, bettering Smith's mark of 84.826 mph.

Stroud finished third after getting caught up with backmarkers late in the race, then had to fend off a late charge by Kinko's Kawasaki's Jason Pridmore. Pridmore said he wasn't aggressive enough at the start and, like Stroud and most of the front-runners, ran into traffic problems that blunted his charge on the way to his third fourth-place finish of the year.

Smokin' Joe's Honda's Steve Crevier came next, the Canadian prevailing in the battle for fifth that was the most intense of the race. After getting caught out in turn two on the first lap, Crevier got consistently more aggressive, clocking his three fastest laps on the final three tours of the race and passing Moto Liberty's Gerald Rothman Jr. on the next-to-last lap.

Behind Rothman came Erion Racing's Doug Toland, Muzzy Kawasaki's Mike Smith, and Hyd-Mech Saw's Owen Weichel.

It was the sixth win of the season for DuHamel and with Kinko's Kawasaki's Thomas Stevens, his main championship rival, slowed to an 11th-place finish by a bad rear tire, the defending national champion was able to move closer to a second consecutive title. With two races remaining, at Sears Point and Las Vegas, DuHamel leads Stevens by 41 points, 299-258.

There were no surprises at the start of the race - DuHamel jetted to the front of the 36-rider field with Bostrom, 4&6 Cycle's Todd Harrington, and Stroud in tow. Though it was only the first lap, Stevens already knew that he wouldn't be a contender.

"On the warmup lap the tire wouldn't come in and I'm going, 'What's wrong?' And I thought it was leaking oil again; I had an oil leak in qualifying," Stevens said after finishing 11th. "I actually thought the thing's leaking oil. And then I had no traction in the rear and I was burning my front up trying to make up the difference by running it in and turning it on the front. I just ran it in there so deep a couple of times trying to catch those guys I ran off the track. I thought it would be shredded, but it looked okay."

At the front DuHamel and Bostrom and Stroud started to break away, followed by Harrington in front of Rothman and Pridmore, with Smith, Matt Wait and the struggling Stevens some distance behind.

The lead pack made more of a break on the next lap and continued to leave the fight for fourth. There wasn't a discernible advantage for DuHamel, but he was controlling the pace and the others were watching. They would soon be in traffic and that was where DuHamel would shine. Even in traffic he was able to speed up, judging the lapped riders well and taking maximum advantage of them.

"When he realized the guy was going to hold him up in the corners, he'd slow down a little bit to get a good line on him," Bostrom observed.

The traffic worsened with about four laps to go, and that's when both Bostrom and Stroud would start to lose touch. Stroud was the first to drop back after being victimized by a backmarker who was getting out of the way of the two leaders.

"We just hit some backmarkers and I was going to go around the outside of this guy and he left some room to go to the inside," Stroud said of the turn-nine incident. "He just ran it out wide to the edge of the track and I was on the wrong side of him and I just shut it down and they pulled quite a big gap. And from then on I just couldn't pull it back in."

That left it to Bostrom to challenge DuHamel and he tried, only to get balked entering turn 11 on the next-to-last lap. The lead pair came upon a pair of slower riders and DuHamel forged his way by on the inside while Bostrom was held up. That would be the crucial difference DuHamel needed to secure the win.

"When he was riding behind me I was thinking, 'You know Ben, second place is not bad. You don't have to push it here buddy,'" DuHamel said. "It's always the same-case scenario. Once you're behind somebody riding in a race like that you're riding a pretty fast pace, a pretty quick clip. And you think that you can go a lot faster, and usually when you're in front you're the one that determines where you're going to brake, how much corner speed you're going to need. And when you're behind him you can always adjust, you're always adjusting, you're always on top of the guy."

As to whether he was worried that Bostrom might be able to pass him, DuHamel said: "If Ben would have made a move, I'd have an answer. It didn't happen because all the good passing places I was really strong on the brakes and really quick through the corners. So for him to pass he would have needed to stuff me or hit me pretty hard and I think that showed a lot of maturity on his part."

"Every time we came up on traffic that guy (DuHamel) was so good that he'd get through, get a little gap," Bostrom said. "I'd race real hard, catch back up, and I had a little left over and I thought this was my only chance to beat my buddy, to get Miguel. And then I came up on some guys on the second to the last lap and he went through them and I didn't get through them and he opened up a gap and it pretty much determined the finishing position right there."

At the end of the race Stroud found himself fending off Pridmore, though the Kawasaki rider found he'd waited too long to make his move. By the time he got ready to go he found himself getting stuffed by lappers.

"I was making a run at those guys and doing really fast laps, but I just ended up getting backmarkers at the wrong time and at the wrong places," Pridmore said after his second race back after breaking his leg earlier this year. "Towards the end, I was closing it down pretty good. Then I got a backmarker in turn 11, two of them. That screwed me." Still, he was within a bike length at the line. Knowing that, he realizes he has to be more aggressive sooner. "That was what I lost a lot of when I broke my leg, my aggressiveness at the start. Learning to trust the tires on the first lap again. But I was better that time," he said.

Pridmore had worked his way up to fourth on the sixth lap, separating himself from the pack contesting fifth soon after, Rothman leading the pack with Stevens and Crevier chasing. Matt Wait was part of the mix-up until the end of the 10th lap when he ran into a lapped rider in turn 11, running off the track before remounting to finish 13th.

The lapped rider was Big Valley Honda's Jim Morgan, the Nevadan saying: "I got hit from behind. I didn't see it. Somebody fell and ran into me." Mor-

gan said he was a little sore, but unhurt. "It could have been worse."

Wait explained that "coming down through nine and 10 me and (Mike) Smith were dueling it out and this lapper was in front of Smith. He (Smith) went out to the right and I went to the left and I broke late, and right when I got up to the corner the lapper was turning in and I had nowhere to go. So I had to pinch the front brake off and tuck the front end and went down. But I scrambled, got the bike back up, but it was just lappers, man. I went fom fifth to 12th. It's frustrating, but I know that I can run up front now. It's just a matter of putting everything together. I was going for it and it was bad luck."

The spill caused the pack to shuffle slightly and when they came around the next lap Rothman, who was in fifth when the spill happened, had a gap on Crevier with Toland close by, then Harrington and Smith. They weren't going to catch the lead four, but the order would change as Crevier made his bid on the 16th lap, getting by Rothman going into turn one.

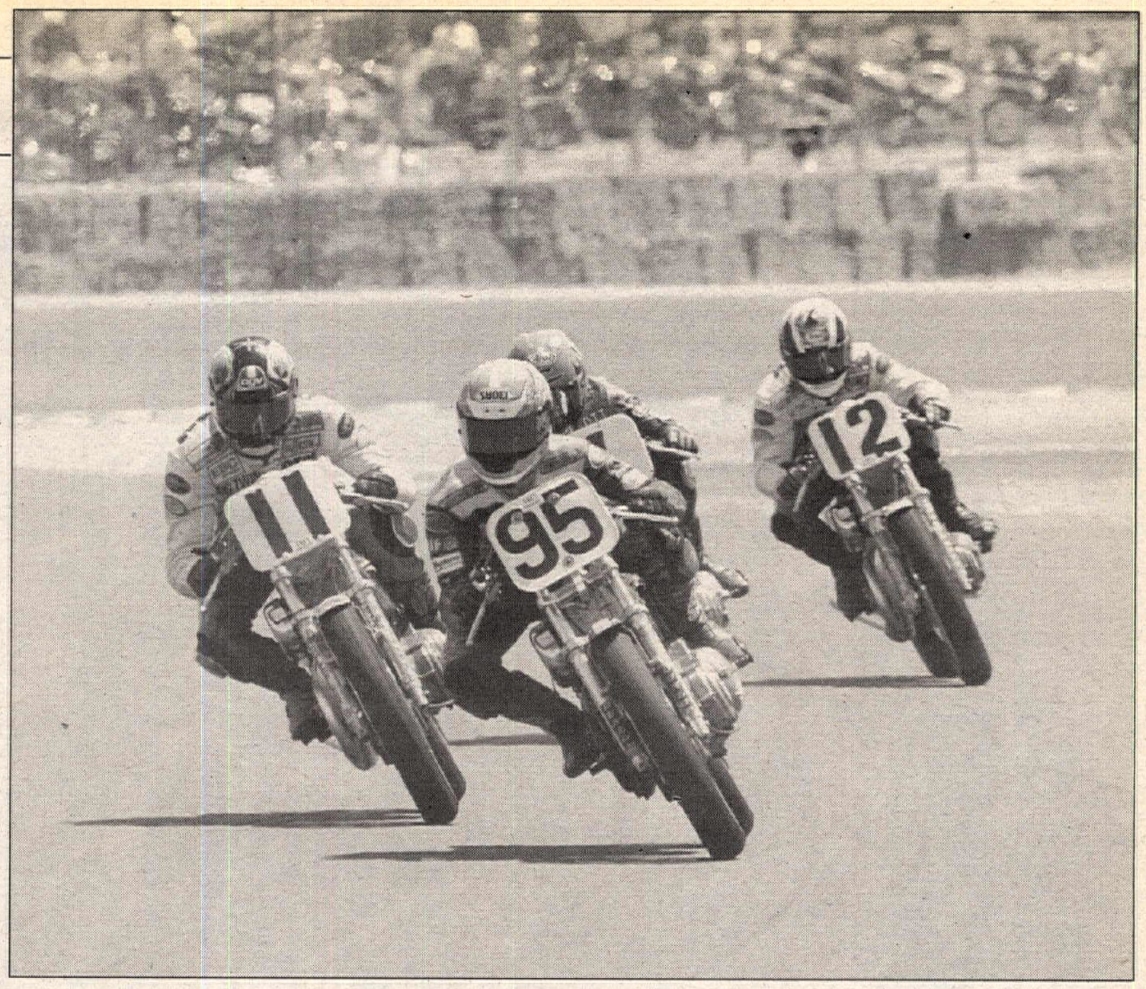
"For the first half of the race Pridmore Smith and Harrington were up there, (as well as) Matt Wait," Rothman said. "We were pretty much staying single-file for the most part and then like when the halfway flags came out or right around, that is when people started getting more aggressive. "I was fifth for most of the second half of the race and Crevier was on me, and I got wide in one one time and he snuck it by me. He got a good drive out of 10 to get me. We were at the top of the hill and we were on the brakes and I could see him out of the corner of my eye and I started to go to the inside, but it was already too late. He'd already punched by me. We were real close at the end. I tried him a couple of times coming off nine and 10, but it was a tough deal because I had Toland on my back. So if I went wide to get a good run on Crev, I'd get passed."

"I had a pretty good race because I had Toland behind me and I had Rothman to catch and there was a crash in 11 that took out some guys and it was just pretty eventful for me," Crevier said. "I just started pushing too hard, and I think when you start pushing too hard you end up slowing down. My last three laps were my best laps according to Bobby Weindorf, my mechanic. Obviously I had it in me to go quick. but I didn't go quick, quick enough again. Now I know what I have to train to get back for Sears Point."

Toland had moved into seventh after Wait's crash and stayed there to the end, right in the mix with the others, but not able to make a pass. Smith was next across the line, again not close enough to do any damage. Then came Weichel with Harrington on him, the two having hooked up on the 12th lap with Weichel making the pass on the final lap to take ninth. Harrington was a shadow 10th, then a gap to Stevens. CN

Laguna Seca Raceway
Monterey, California
Results: July 19, 1996

PRO HONDA OILS 600cc SUPERSPORT: 1. Miguel DuHamel (Hon); 2. Ben Bostrom (Hon); 3. Andrew Stroud (Hon); 4. Jason Pridmore (Kaw); 5. Steve Crevier (Hon); 6. Gerald Rothman Jr. (Hon); 7. Doug Toland (Hon); 8. Mike Smith (Kaw); 9. Owen Weichel (Kaw); 10. Todd Harrington (Kaw); 11. Thomas Stevens (Kaw); 12. Thomas Montano (Hon); 13. Matt Wait (Hon); 14. Christoper Rankin (Kaw); 15. Robin Holiday (Hon); 16. Mark Foster (Hon); 17. Harold Winkles (Hon); 18. Don Becklin (Hon); 19. David Cook (Hon); 20. Rich Thorwaldson (Hon); 21. Roque Torres (Hon); 22. Erik Schnackenberg (Hon); 23. David Wasson (Hon); 24. Mike Klein (Hon); 25. Mark Cernicky (Hon); 26. Russell Stopper (Hon); 27. Daniel Dietrich (Hon); 28. Christopher Taylor (Hon); 29. Scott Larm (Hon); 30. Robert Hayashida (Hon); 31. Paul Allen Wright (Hon); 32. Jim Morgan (Hon); 33. Kevin Carlin (Hon); 34. Sean Frith (Hon); 35. Jamie Bowman (Hon); 36. Jimmy Moore (Hon).



Matt Wait (95) held off Ben Bostrom (11) to win the SuperTwins final which was held in conjunction with the World Superbike race at Laguna Seca.

Time: 26 min., 43.718 sec.
Distance: 17 laps, 37.4 miles
Average Speed: 85.405 mph.
Margin of Victory: 0.844 sec.
PRO HONDA OILS 600cc SUPERSPORT C'SHIP POINT STANDINGS (After 9 of 11 rounds): 1. Miguel DuHamel (299/6 wins); 2. Thomas Stevens (258); 3. (TIE) Doug Toland/Ben Bostrom (225); 5. Gerald Rothman Jr. (219); 6. Andrew Stroud (209/1); 7. Todd Harrington (198/1); 8. Matt Wait (184); 9. Mike Smith (168/1); 10. Steve Crevier (155); 11. Jason Pridmore (129); 12. Christopher Rankin (127); 13. Owen Weichel (122); 14. Brian Parriott (114); 15. Harold Winkles (113); 16. Ken Melville (112); 17. Michael Conlon Jr. (69); 18. Marcus Hubbard (64); 19. Thomas Montano (50); 20. Eric Wood (47).

Upcoming Rounds:
Round 10 - Sonoma, California, August 24
Round 11 - Las Vegas, Nevada, October 6

AMA Progressive Insurance SuperTwins Series
Round 9: Laguna Seca Raceway

Wait is back

By Henny Ray Abrams

MONTEREY, CA, JULY 21

By the time the Progressive Insurance Supertwins race was run on a stunningly hot Sunday afternoon, Matt Wait was already the big winner of the weekend. On Friday night a three-man appeal board assembled by the AMA unanimously agreed that the cylinder heads which Wait had used on his Mitchell's Modesto Harley-Davidson to win Loudon and Mid-Ohio were indeed legal and reinstated the 70 points which had been taken from him when he was disqualified. Rejuvenated by having justice served, the Lodi, California, native went out and won a thrilling battle against archrival Ben Bostrom of the Bartels' H-D team, to capture his fifth win of the year. The victory, along with the restored points, moves him back into the championship lead.

"We stuck to our guns, we believed that what was right, was right," Wait said after beating Bostrom by 0.562 second on his way to winning the race in record time. "We went through with our appeal and we won that thing and I got my points back. So again, a little more incentive to go for the championship and now I'm really going for it."

The sudden turn of events puts Wait up by three points, 283-280 and guarantees that the final two races, at Sears Point and Las Vegas, will be as hard fought as the previous nine.

"I just rode a smart race, got real aggressive on the last lap and I came out in second," Bostrom said after his last-corner charge came up just short. "We'll get him back at Sears."

Bostrom's Bartels' stablemate Dave Estok challenged early before dropping back to third when a faulty setup caused him to overwork his right arm, which then began to pump up. Ben's younger brother, Eric Bostrom, was fourth. Like Estok, he was part of an early challenge before running off the track in turn five on the third lap and dropping back.

Wait completed the 12-lap, 26.86-mile race in 20 minutes, 17.307 seconds, about 11 seconds better than the time Bostrom had set in winning the spring AMA race. Part of that time could be attributed to the new surface.

By the end of the first of 12 laps there was a five-rider breakaway, Eric and Ben Bostrom leading Wait, Estok, and Scott Zampach, aboard a Mitchell's Modesto's H-D for the first time. Wait took the lead on the next lap and on the third they had lost Eric Bostrom when he went off track in turn five.

Bostrom was in front for laps three and four, Wait in front going into turn two on lap five with Bostrom returning the favor a lap later.

"About halfway around I started to make my move. At that point you also got to think about leading the most laps because you get an extra point," Wait said. He thought Estok may have been helping his Bartels' teammate, which he understood. "So, I was like, 'Man, I got to get around Dave. Otherwise he's going to block for Ben and Ben's going to get away from me and I'm never going to catch Ben.' I thought, 'Okay, well, I better get on the ball.' So I got around Dave and the chase was on for Ben. I kind of tucked in behind Ben and kind of let him do some of the work."

Wait was back in front for seven and eight, with Zampach out of the race starting the ninth lap when he low-sided into the gravel in turn two while running in third.

Estok was right behind when it happened. "Scott came to the inside of me going down into two," Estok said. "He was real hard on the brakes. It looked like he had it. He either trailed the brakes going in and lost it or just when he threw it in. But he lost the front end going in there and that's when Ben and Matt got probably a five-, 10-bike-length lead on me. And after that I lost them."

"I knew right from the start that it would come down to me and Ben because we're both hard-chargers and we're young and we want to win the championship really bad," Wait said. "We just kind of paced each other. I knew he was right behind me the whole time. I could hear at (turn) 11 every time."

The lead swapped hands three times on the final lap and Bostrom wanted to make it four. He had taken the lead going up the hill to the Corkscrew, but Wait stayed in the throttle a little longer through turn nine, slipping underneath for the lead. "Coming down turn 10, I thought, 'Okay, where's he going to go? Outside or the inside?'" Wait said. "I knew he was coming. I broke as deep as I possibly could without losing too much momentum coming out to 11. And he came, boom, right on the inside. And I was, 'Yeah, because there's no momentum now so just square it off and try to hold him off to the finish.' This corner's a little sharper than Brainerd so I knew that he wouldn't have the drive at all, so that gave me the perfect chance to drive underneath him for the win."

"I figured, 'Hey, this is going to come down to the last corner.' And sure enough it did," Bostrom said.

Estok was next to cross the line and unable to make a late charge when his right arm, which hasn't recovered fully after he broke his collarbone a month ago, began to fatigue.

"It's not an excuse or anything, but I'm using a lot of the strength in my right hand and my arm's starting to pump with the last so many laps and I knew behind me that there was nobody for a big gap. So I kind of at the end just rode a few conservative laps. And the last couple laps I was just putzing around and just aim to be on the podium," Estok said.

From there it was processional. Eric Bostrom was fourth, then Miller Electrical Construction's Mark Black, and Orange County H-D's Jody Hendley. Skip Fordyce H-D's Jim Rosa got the better of a race-long scrap with Widman's H-D's Lance Jones in the battle for eighth. CN

Laguna Seca Raceway
Monterey, California
Results: July 21, 1996 (Round 9 of 11)

PROGRESSIVE INSURANCE SUPERTWINS: 1. Matt Wait; 2. Ben Bostrom; 3. Dave Estok; 4. Eric Bostrom; 5. Mark Black; 6. Jody Hendley; 7. Jim Rosa; 8. Lance Jones; 9. Stephen Vlasblom; 10. Richie Morris; 11. Jerry Casciero; 12. Scott Zampach; 13. Hikaru Miyagi.
Time: 20 min., 17.307 sec.
Distance: 12 laps, 26.4 miles.
Average Speed: 79.423 mph.
Margin of victory: 0.562 sec.
PROGRESSIVE INSURANCE SUPERTWINS C'SHIP POINT STANDINGS (After 9 of 11 rounds): 1. Matt Wait (283/5 wins); 2. Ben Bostrom (280/4); 3. Dave Estok (229); 4. Hikaru Miyagi (198); 5. Mark Black (187); 6. Nate Wait (175); 7. Eric Bostrom (172); 8. Daigoro Suzuki (170); 9. Brian Gibbs (159); 10. (TIE) Richie Morris/Stephen Vlasblom (135).

Upcoming Rounds:
Round 10 - Sonoma, California, August 25
Round 11 - Las Vegas, Nevada, October 6

ALBERTYN BREAKS THE CURSE

By Cameron Coatney
Photos by Karl Ockert

NEW BERLIN, NY, JULY 21

Team Suzuki's Greg Albertyn has finally broken his curse of bad luck by taking the overall victory in the 250cc class at the legendary Unadilla Valley Sports Center, just outside of New Berlin. The three-time World Motocross Champion has not had much luck since coming to the states to race at the beginning of 1995, as numerous injuries and crashes have made an overall victory very elusive for the South African rider. Albertyn's 2-2 moto tally was good enough to secure the overall win on a day that saw Team Honda's Jeremy McGrath basically crash out of contention for the win in the first moto, and saw Team Kawasaki's Jeff Emig do the same in the second moto while leading early on lap one. The overall victory was by no means handed to Albertyn, as he fought hard and rode well all day long - even after crashing himself early in the first moto.

"I'm so happy right now, it feels amazing," said an elated Albertyn. "It's been a long time coming. I've sort of

(Above) Three-time World Champion Greg Albertyn finally won his first National overall victory at Unadilla. The Team Suzuki pilot won with a 2-2. (Left) Team Honda's Steve Lamson simply decimated the rest of the field in the first 125cc moto, and played it smart to finish second in moto two, securing his sixth National win of the year.

earned a reputation as a crasher here in the states, so I backed it off in the second moto, laid back a little, and took it easy to take the overall. I'm just going to keep pushing on."

Second overall went to McGrath, who turned in a 4-1 for the day after a mediocre start and a crash in the first moto. His win in the second moto was a tough one after another uncharacteristically average start and subsequent battle to the lead, where Albertyn was almost able to catch the defending champ. Emig earned a hard-fought third overall for the day with a 1-8. He pulled one of his now-normal holeshots in moto one, battled shortly with Kawasaki teammate Ryan Hughes, and took the win with about seven seconds to spare. Moto two looked like it was going to be a carbon copy of moto one as Emig blazed off with another lead to the first corner, but a crash on the freshly watered, slick, track had him racing towards the front after remounting near the back of the pack.

Hughes ran consistently strong all day, and had the lead in the first moto before eventually finishing third. A fifth in moto two gave him fourth overall in the National. Team Suzuki's Mike LaRocco, who had won the 250cc class at Unadilla in '94 and '95, could not match his stellar performances from the past and rounded out the top five with a 5-4. He did actually get pretty good starts, though.

McGrath still enjoys a fairly comfortable points lead in the standings over Emig, 379-334. LaRocco still hangs on to third over Albertyn in fourth but only by 14 points, 266-252. Team Honda of Troy's Brian Swink still maintains his fifth-place position in the standings with 208 after finishing eighth overall with an 11-6.

Team Honda's Steve Lamson won his fourth 125cc National in a row and his sixth of the year with another outstanding performance at Unadilla. Lamson flat-out ran away from the field in the first moto and won by nearly 20 seconds, which seemed like an eternity. In moto two Lamson used his head and played it smart to finish second to Yamaha's Kevin Windham, and had enough points to secure the overall win.

(Above) Team Kawasaki's Jeff Emig holeshot both motos again, but settled for third overall after a crash in the second moto. He went 1-7.
(Right) Larry Ward (6), Ryan Hughes (5), and Jeremy McGrath (1) jump out of the Gravity Cavity early in moto two.

"The first moto went great," explained Lamson. "I got a great start and rode my own race. In the second moto, Kevin (Windham) got way out in front - but that's racing. I knew I had the overall if I could just finish second. I played it smart and took the win."

Windham gated poorly in the first moto and worked his way up to fourth by the end, but the second moto was a different story. He snagged the holeshot and never even thought of looking back to take the win by over 18 seconds - almost identical to Lamson's win in race one. It was a glimmer of the brilliance Windham has shown in his young career in winning the other two Nationals Lamson hasn't this year. He finished second overall.

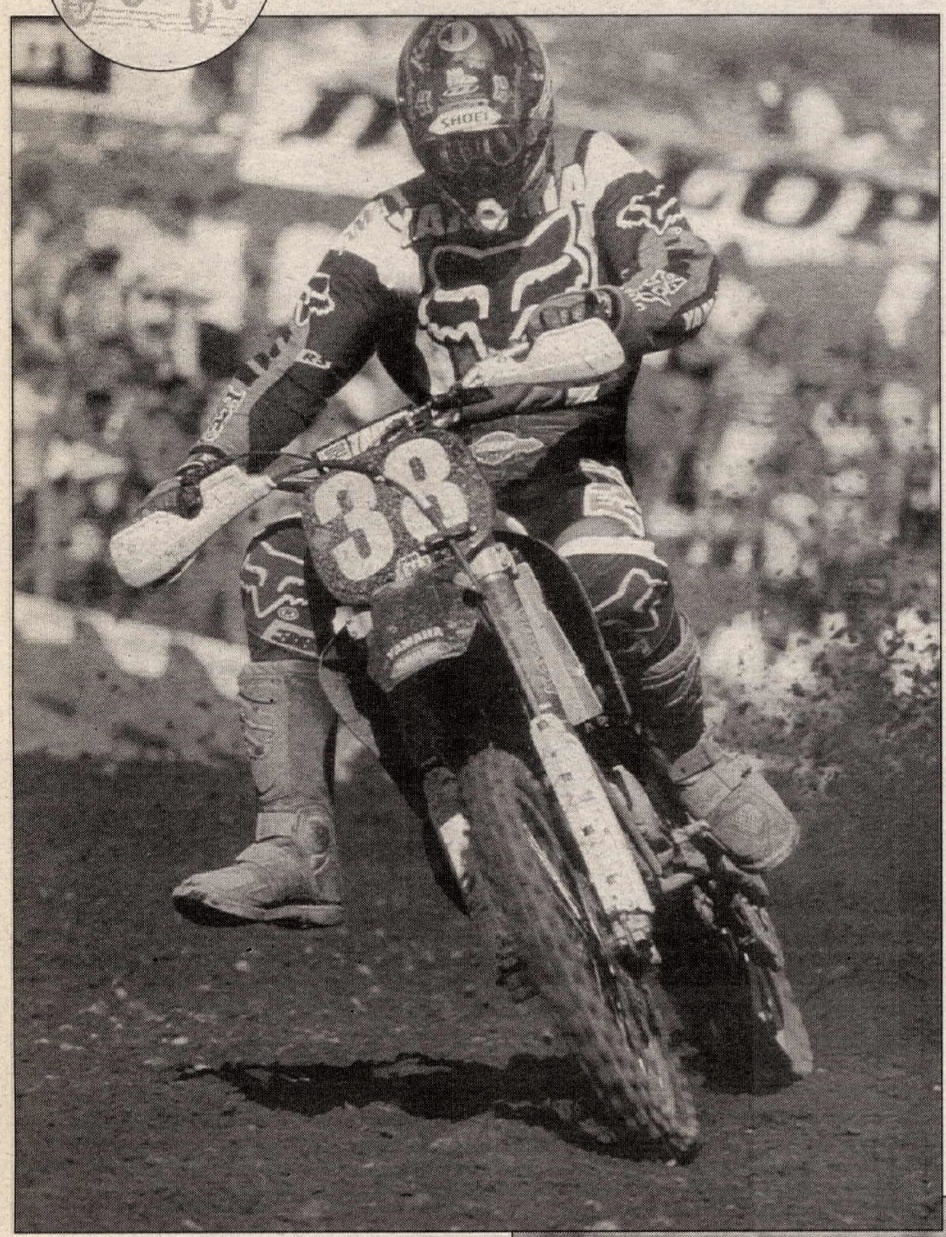
Third overall went to Team Yamaha's John Dowd, who rode well and scored a 3-4, taking him to the podium after just missing it with a fourth at Red Bud. Fourth overall went to Team Suzuki's Tim Ferry with a 2-5, who hopped off of the podium this week after a third at Red Bud. Rounding out the top five for the day was Team Honda of Troy's Mike Brown, who tallied up an 8-3.

Lamson leads the 125cc points standings over Dowd by a seemingly insurmountable 89 points, 358-269. Windham and Ferry still hold on to third and fourth with 252 and 223, respectively. Team SplitFire/Pro-Circuit/Kawasaki's Mikael Pichon moved up into fifth in the point standings after his ninth overall, with a distant 198 points.

Promoter Ward Robinson sold all of the 8000 tickets he had printed up by 11 a.m., and was forced to break out some nostalgic leftover tickets from a past motocross GP. Media guru Frank Gerace estimated the crowd to be at about 11,000 strong come race time, and they were quite pleased with the turn-out considering they had done away with overnight camping and alcohol consumption on the grounds. They're looking to bring the family atmosphere back to Unadilla, and they seem to have done just that without killing the attendance numbers.

Nearly three inches of rain fell onto the track on the Friday before the race and had Robinson and crew a bit worried about Sunday's conditions, but two days of amateur competition and brisk winds had the track nearly perfect come race day. Sunny skies greeted the racers on Sunday and the temperatures hovered in the mid-70s, making a rider's physical conditioning a little less important than it is at the hotter venues. Most of the riders liked the track, but commented that through the years of use it has changed from a loamy average-speed track into a high-speed, hard-pack, rock-strewn circuit. Time takes its crazy toll, as always.

Round 8: Unadilla Valley Sports Center



On lap six the order was Lamson, Craig, Dowd, Ferry, Brown, Buddy Antunez, Kawasaki's Damon Huffman, Team SplitFire/Pro-Circuit Kawasaki's Chad Pederson. Windham had moved all the way into ninth, and Deegan was in 10th. The top four positions were pretty spread out with a battle raging between Windham, Huffman, Brown, and Pederson.

Craig fell over in a back section and allowed Dowd to get closer, and the two tangled a short time later on about lap 10.

"I fell over in the back and still picked it up in second," said Craig. "Dowd came up and pushed me out in a corner, we hit, and I went down. I got back up in about fifth and stayed there until the finish."

Ferry got by Dowd after Craig went down and after 15 laps of racing the order was complete. Lamson took the win by a huge margin followed by Ferry, Dowd, Windham, Craig, Antunez, Pederson, Brown, Huffman, and Pichon had worked his way into 10th position.

Windham got the drop on the gate in moto two and had a few bike lengths on the field at the first corner followed by Pichon, Brown, Montgomeryville Cycle's David Kratz, Antunez, Pederson, Lamson, Huffman, and the rest of the gate. Brown was quickly on the gas and got around Pichon during lap one.

(Left) Team Yamaha's Kevin Windham ran away with the second 125cc moto and put nearly 20 seconds on the rest of the field. He finished third overall with a 4-1. (Below) Emig charged hard after his crash early in moto two. Notice the bent bars and hand guards after Kyle Lewis ran him over and crashed in the incident.

125cc NATIONAL

The pack of riders at the start of the first 125cc moto were pretty tightly grouped until Lamson clicked his Mike Gosselaar-tuned CR125 into fourth gear and simply pulled away from the field into the first corner. He was followed by Dowd, Windham, Team Honda of Troy's Mike Craig, Ferry, Chaparral's Brian Deegan, Lusk, and the rest of the pack.

After the first two turns the riders snaked down a small hill before the turn leading into the infamous Gravity Cavity, and a bit of confusion and chaos reigned here. Riders tangled and Lusk and Windham got the worst of it, with Lusk getting pushed back to about 10th and Windham to about 18th place. They would both have to fight forward all race long.

Up front, Lamson was simply gone, never to be headed. Each lap he stretched his lead further, and by lap seven he had put 12 seconds on second place. The race for first was over, and Lamson won by nearly 20 seconds.

"My bike was working great," explained Lamson. "I just tried to stay smooth and save energy for the end. The fans were great and kept me moving."

The race for the remaining positions was not dull, however. Craig was riding on the edge and moved into second around Dowd by the end of lap one. He wasn't wasting any time. James Dobb on his Quicksilver/O'Neal/Performance Engineering Suzuki was hovering around the top 10 but dropped out when a rock got jammed into his countershaft sprocket and bent the shifter beyond repair. He pulled out on lap three.

Lamson was charging towards the front as fast as possible and was into third on lap two, and into second around Brown after the Gravity Cavity on lap three. It was almost too late for Lamson, though, as Windham had put nearly 12 seconds between himself and second place - he was long gone.

The field began to spread out as they chased Windham at his unbelievable pace. On lap six the Honda camp had done the math and realized that Lamson had the overall in the bag as long as he got third or better. Lamson's mechanic, Gosselaar, began pointing to his head as Lamson went by as if to say, "Use your head." He settled down, realizing he didn't need to catch Windham, but didn't want to lose another position to Brown, who was just three seconds back in third.

On lap seven, Pederson went down real hard in a scary swap and auger just past the announcers tower and was very slow to get up, taking a few minutes to get back to his feet. He was all right, but that ended a fifth-place ride that would have gone nicely with his seventh from race one.

The riders were well spread out up front by lap 10 with Windham practically out of sight followed by Lamson, Brown, and the battling trio of Antunez, Dowd, and Ferry. Huffman followed a way back in seventh with Pichon, Craig, and Robbie Reynard in tow. Dowd got by Antunez on lap 11 and the order would stay the same until the end, five laps later.

Windham grabbed the win with an 18-second lead followed by Lamson, Brown, Dowd, Ferry, Antunez, Huffman, Pichon, Craig, and Reynard back in 10th.

Lamson was excited with his sixth overall National win of the season and was looking forward to the next National in Troy, Ohio, and trying not to thinking about the championship - just yet.

"I'm just going to put my head down for the rest of the series and get good finishes," said Lamson. "I'm not going to start thinking about the championship until we get a little closer. A lot can happen with five races left."

Windham was happy to be on the podium in second overall with a 4-1, and didn't look any worse for the wear.

"I feel really good," said Windham. "The crowd was pulling for me and it made the race go by really fast for me. I didn't get the start I wanted in the first moto, but everything worked out in the second moto."

Dowd's 3-4 put him on the podium in third, but he wasn't all that pleased with his performance.

"I'm not happy about third," explained Dowd. "Some guys jumped and I got stuck in the gate in the first moto, and I was riding a bit tight. I rode good in the second moto, but I just feel like I can't put together a complete day. I'm really upset with myself, but maybe next week it will happen for me."

Ferry got fourth overall with a 2-5 and Brown got fifth overall with an 8-3.

250cc NATIONAL

The start of the second moto was a freight train led by Emig, Team Noleen's Kyle Lewis, Hughes, Yamaha's Doug Henry, Anthony Amaradio, Yamaha's Damon Bradshaw, and Team Honda of Troy's Larry Ward all mixing it up good. Albertyn, McGrath, and

LaRocco were all right there, but just a way back.

"I didn't see anybody at the first turn," said Emig. "And as a rider that's one of the best feelings in the world - there's nothing better."

Albertyn ended up going down in the corner before the Gravity Cavity and remounted outside of the top 10. By the end of lap one he was already up to eighth - behind LaRocco and one position in front of McGrath.

Up front, Hughes surprised Emig and made a pass for first place that stuck during lap one. Hughes would hold the lead until about lap six, when Emig regained the lead on a downhill in the back section.

"I had a good lead and was feeling good,"said Hughes. "I had good lines and when Jeff (Emig) closed in he saw my lines, started using them, and caught me. Lappers got in the way and he got by me."

Lewis was holding down third at about 10 seconds behind Emig and Hughes, but behind him LaRocco, Henry, McGrath, Bradshaw, and Albertyn were having a seriously close duel for fourth through eighth positions. McGrath went down when his front wheel washed out in a flat turn, which put him back to eighth. Ward followed in ninth and Phil Lawrence was in 10th.

Emig and Hughes were pretty much gone at this point - or so we all thought - until Albertyn charged through the group and into third on lap 10 followed by Lewis and LaRocco, and Henry and McGrath. Both pairs of riders were dicing heavy.

LaRocco started fading with engine trouble, and Albertyn finally charged up to catch Hughes on lap 14. He was definitely the fastest man on the track at this point and had his sights set on the leader Emig. Albertyn may have caught Emig had the time not run out for the South African on lap 15.

McGrath got around Lewis on the last lap, as did LaRocco - seemingly finding the lost power that cost him a few positions earlier. Emig took the win followed about five seconds back by Albertyn, who had put about eight seconds on Hughes in third. McGrath finished fourth with LaRocco, Lewis, Bradshaw, Henry and Lawrence following. F&S Suzuki/Bieffe/FMF rider Cliff Palmer had a strong ride to finish off the top 10.

The start of the second moto looked like a replay of the first, with Emig raging off with the lead to the first corner. After the first corner Lewis dropped into second with Ward, Hughes, McGrath, Bradshaw and the rest of the pack mixing it up towards the front. Emig came into a freshly watered part of the track in the lower back section and went down hard with second-place rider Lewis crashing also after casing it off Emig's bike. Both riders remounted, but Emig's bars were bent and his front brake lever was tweaked downward. Emig's hopes of the overall victory were all but dashed in the spill.

Ward inherited the lead and came around on the first lap with about a six-second lead over Hughes, chased by McGrath, Bradshaw, Albertyn, LaRocco, and Swink. Emig came around in about 14th and Lewis in 15th.

Bradshaw soon found himself going down on the back straightaway and McGrath got by Hughes to drop into second on lap three. Albertyn passed Hughes near the finish line to move into third on lap six. Ward was riding a heck of a race and was hold off McGrath after feverish pass attempts

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This US Speedway National Championship video includes a tribute to the late American World Speedway Champion Jack Milne, who passed away shortly after the 1996 event. Commentary on this tape is by Bruce Flanders, Terry Clanton, and Margo King; footage includes all races shot with six betacam units for best production quality.

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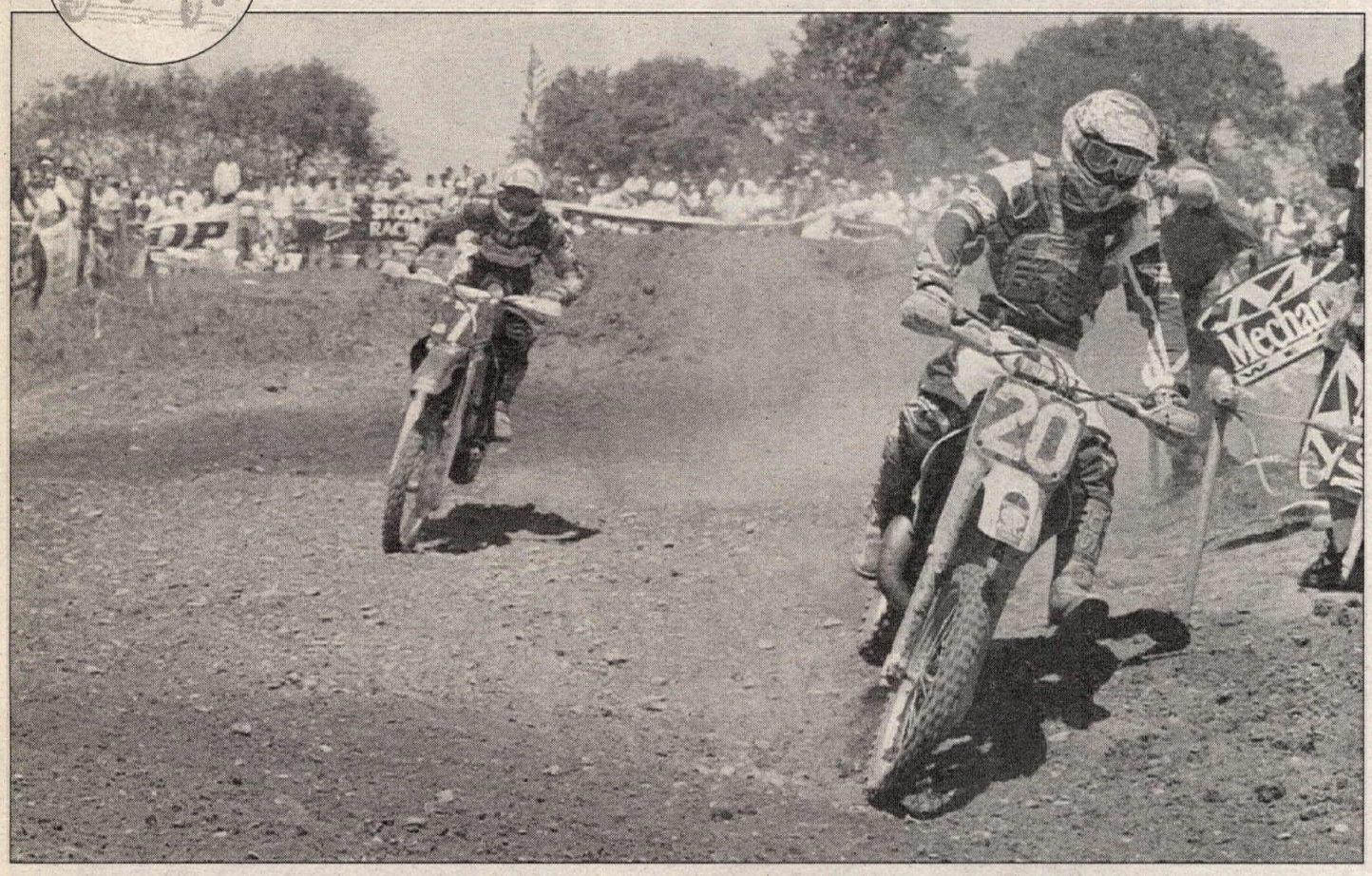
Round 8: Unadilla Valley Sports Center



(Above) Suzuki's Tim Ferry (20) and Yamaha's John Dowd battled in both motos. Dowd finished third overall with a 3-4 and Ferry finished fourth overall with a 2-5. (Left) Team Suzuki boss Roger DeCoster congratulates Albertyn after winning the overall. It's been a long time coming for both of them.

all over the track. McGrath finally got by Ward on lap seven exiting the corner before the long straight in the back called the Freeway.

When the riders came around on lap eight it was McGrath followed by Ward, Albertyn, Hughes, and LaRocco who were all about two seconds apart. It was intense. About 15 seconds back came Swink, Burnsville Yamaha/PJ1/Xtreme/Atomic 22's Jimmy Button, Canada's Jean-Sebastian Roy, Lewis, and Emig in 10th.

Smoke started flying off of the heads of Team Suzuki mechanics and personnel as they did the math and began to realize that if Albertyn could get around Ward and into second place, his 2-2 would give him the overall victory - his first ever in America. Could he do it? Would Ward - also riding a Honda for Team Honda of Troy - let it happen? Could Emig actually catch up and spoil everything? It wasn't to be.

Ward fought valiantly and rode his heart out after Albertyn would close in and then lose ground numerous times, but the inevitable happened on lap 11 - Albertyn passed Ward in lapped-traffic just before the drop into the Gravity Cavity. The game was over and Albertyn had the overall trophy practically sitting on his mantle at home - but he wanted McGrath and got to within two seconds of the champ on the last lap.

McGrath held off the hard-charging Albertyn for the moto win, followed by Ward, LaRocco, Hughes, then at quite a distance back came Swink, Button, Emig, Roy and Lewis. Emig fought hard, but the leaders were just going too fast up there - pushed by Albertyn.

Amazingly, Emig was still able to earn third overall with a 1-7 after charging from midpack with a bent bike and a severely swollen knuckle.

"After the crash my front brake lever rotated downward and so did my handguard that was mounted on it," explained Emig. "My hand was exposed as I was coming through the pack and I caught a rock off one of my knuckles. It's pretty swollen - it might be broken."

McGrath's 4-1 moto score gave him second overall, although, he was still a bit displeased with his performance.

"I really let myself and the fans down in the first moto," said McGrath. "But I turned things around in the second moto. Ward was going fast out there and I was trying my hardest, but my starts just weren't there today. I had to charge to hold off Albee (Albertyn) at the end there. My bike worked perfect in the second moto after we got the shock worked out. Skip (Norfolk) did a great job."

Albertyn finally won his first AMA National on an outdoor track that suited his European riding-style well with a 2-2 moto tally. He was ecstatic to say the least - But not the slightest bit out-of-control happy. He's won three FIM World Championships and he knows what it's like to win - just not over here. Now he does and he was extremely satisfied. He was as humble as ever, publicly thanked God for the win, and thanked the fans.

"I'm a guest in this country," said Albertyn. "And I just really appreciate all of the support I've been able to get over here - especially from the fans. Thank you." CN

Briefly...

Chaparral's **Brian Deegan** and Team Noleen's **Kyle Lewis** were the recipients of the **Skoal Racing Privateer Challenge** award for being the top privateer finishers in their respective classes. Deegan was 11th overall in the 125cc class with an 11-15 moto score, while Lewis took seventh overall in the 250cc class with a 6-10. Each rider received $500 and is eligible for the $5000 year-end grand prize in each class.

Team Suzuki Sports/Pro-Circuit/Answer/Smith/Bell/Peak Performance rider **Scott Sheak** is a local to the Unadilla circuit and is from nearby Hudson, New York. He got sixth in last year's Unadilla National and his fans from New York were expecting great racing from the up-and-coming star this year. Unfortunately, Sheak reinjured his left ankle after catching his toes in a hole and ripping his foot from the peg. Sheak was still recuperating from an ankle injury from Red Bud two weeks ago, and it was a bit tender.

Most riders had **handguards** mounted to their bikes at Unadilla to fight off hand and finger injuries from the flying rocks that seem to litter the entire track. Only a brave few weren't running handguards and Team Honda even went as far as mounting trick aluminum pipe guards to the works machines of **Lamson** and **McGrath** to fend off pipe dings. Better safe than sorry.

The rocks also had most riders and mechanics worried about flat tires, which seem to have played such a prominent role at many of this year's events. Most of the factory teams were either running full Bib Mousse's (foam inner tubes) made by Michelin or Dunlop's new tube/foam-insert combo called the Crescent Mousse. Some teams weren't worried about it as much, like Team Kawasaki, and were running doubled-up heavy-duty tubes. Oddly enough, even with the rockiest conditions of the year, flats did not play a role in any of the outcomes at Unadilla.

Team Yamaha's **Doug Henry** came to Unadilla to race after knocking out two of his front teeth and injuring his shoulder in a first turn pileup at Red Bud. Henry had two temporaries put in for now and was still receiving treatment at the track on his shoulder by his sports therapist Frank Krasowski. Krasowski is the therapist who helped Henry return to action after his near-career-ending back injury he sustained in his now-famous leap at Budds Creek last year.

Tim Pustalek was hanging out with **Brian Swink** at the Honda of Troy Pits and looking good after suffering a broken neck at the St. Louis Supercross last year on his RRP/Acerbis Suzuki. Tim reports that the injury is not career-ending and he should be back for the Steel City National. Swelling in his neck caused temporary paralysis that subsided when the swelling went down. His second, third, and fourth vertabrae were fused together and he feels he should be ready to ride soon.

Team Suzuki's **Tim Ferry** missed most of the morning practice sessions held on Sunday when he did not receive a wake-up call at the Red Roof Inn in nearby Utica. It didn't seem to faze him much, though, as he raced to a fourth overall with a 2-5 moto score.

Jo Jo Keller made an appearance at the legendary Unadilla track and qualified for his first-ever 125cc National on a Bettencourt Honda CR125 out of West Bridgewater, Massachussetts. Keller raced his first race at Unadilla in a GP in 1979, and has been coming back ever since. Keller, who is now 34, joked: "I could just be the heaviest guy to ever qualify for a 125cc National." He's still pretty fast and rode to a respectable 26-21 score for the day to stay within the top 30 overall.

For the first time, women's motocross racing was featured July 20-21, at Unadilla. Over 20 members of the **U.S. Women's Motocross League** competed in the AMA-sanctioned championship series that consists of four rounds of the 1996 AMA National Motocross Series. The women raced one moto on Saturday and one on Sunday. **Dee Wood** took the overall win with a 3-1 score, **Amber Hughes** finished second with a 2-2, and **Shelly Kann** rounded out the top three with a 5-3.

Unadilla Valley Sports Center
New Berlin, New York
Results: July 21, 1996 (Round 8 of 13)

125 MOTO 1: 1. Steve Lamson (Hon); 2. Tim Ferry (Suz); 3. John Dowd (Yam); 4. Kevin Windham (Yam); 5. Mike Craig (Hon); 6. Buddy Antunez (Kaw); 7. Chad Pederson (Suz); 8. Mike Brown (Hon); 9. Damon Huffman (Kaw); 10. Mickael Pichon (Kaw); 11. Brian Deegan (Hon); 12. Ezra Lusk (Suz); 13. Robbie Reynard (Hon); 14. Scott Carter (Hon); 15. Casey Johnson (Kaw); 16. Michael Brandes (Suz); 17. Todd DeHooop (Suz); 18. Larry Brooks (Yam); 19. Barry Carsten (Suz); 20. Tony Lorusso (Hon); 21. Cory Keeney (Yam); 22. David Kratz (Suz); 23. Tom Clowers Jr. (Suz); 24. Kim Ashkenazi (Hon); 25. Shaun Perolio (Kaw); 26. Steven Herman (Suz); 27. Pedro Gonzalez (Hon); 28. Robbie Skaggs (Kaw); 29. Jo Jo Keller (Hon); 30. Ryan Huffman (Hon); 31. Ryan Terlecki (Hon); 32. James McIlvane (Hon); 33. Brian Roth (Suz); 34. Ryan Duff (Hon); 35. Ryan Clark (Suz); 36. Paul Currie (Kaw); 37. James Evans (Kaw); 38. Shane Slother (Yam); 39. James Dobb (Suz); 40. Scott Sheak (Suz).

125 MOTO 2: 1. Steve Lamson (Hon); 2. Tim Ferry (Hon); 3. John Dowd (Yam); 4. Kevin Windham (Yam); 5. Mike Craig (Hon); 6. Buddy Antunez (Kaw); 7. Damon Huffman (Kaw); 8. Mike Brown (Hon); 9. Mickael Pichon (Kaw); 10. Robbie Reynard (Hon); 11. James Dobb (Suz); 12. David Kratz (Suz); 13. Kim Ashkenazi (Hon); 14. Tony Lorusso (Hon); 15. Brian Deegan (Hon); 16. Larry Brooks (Yam); 17. Barry Carsten (Suz); 18. Tom Clowers (Suz); 19. Todd DeHoop (Suz); 20. Brian Roth (Suz); 21. Jo Jo Keller (Hon); 22. Robbie Skaggs (Kaw); 23. Ryan Huffman (Hon); 24. Ryan Clark (Suz); 25. James Evans (Kaw); 26. Ezra Lusk (Suz); 27. Pedro Gonzalez (Hon); 28. Casey Johnson (Kaw); 29. Shaun Perolio (Kaw); 30. Ryan Duff (Hon); 31. Steve Herman (Suz); 32. Ryan Terlecki (Hon); 33. James McIlvaine (Hon); 34. Michael Brandes (Suz); 35. Chad Pederson (Kaw); 36. Cory Keeney (Yam); 37. Scott Carter (Hon); 38. Paul Currie (Kaw); 39. Shane Slother (Yam); 40. Scott Sheak (Suz).

125 O/A: 1. Steve Lamson (Hon); 2. Kevin Windham (Yam); 3. John Dowd (Yam); 4. Tim Ferry (Suz); 5. Mike Brown (Hon); 6. Buddy Antunez (Kaw); 7. Mike Craig (Hon); 8. Damon Huffman (Kaw); 9. Mickael Pichon (Kaw); 10. Robbie Reynard (Hon); 11. Brian Deegan (Hon); 12. Chad Pederson (Kaw); 13. James Dobb (Suz); 14. David Kratz (Suz); 15. Ezra Lusk (Suz); 16. Kim Ashkenazi (Hon); 17. Tony Lorusso (Hon); 18. Larry Brooks (Yam); 19. Scott Carter (Hon); 20. Barry Carsten (Suz); 21. Todd DeHoop (Suz); 22. Casey Johnson (Kaw); 23. Michael Brandes (Suz); 24. Tom Clowers Suz); 25. Brian Roth (Suz).

125cc NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS (After 8 of 13 rounds): 1. Steve Lamson (358/6 wins); 2. John Dowd (269); 3. Kevin Windham (252/2 wins); 4. Tim Ferry (223); 5. Mickael Pichon (198); 6. Buddy Antunez (193); 7. Ezra Lusk (185); 8. James Dobb (178); 9. Chad Pederson (147); 10. Mike Craig (139); 11. Brian Deegan (137); 12. Scott Sheak (135); 13. Mike Brown (111); 14. Robbie Reynard (110); 15. Casey Johnson (107); 16. Kim Ashkenazi (99); 17. Damon Huffman (83); 18. Pedro Gonzalez (63); 19. Barry Carsten (59); 20. Tony Lorusso (59).

250 MOTO 1: 1. Jeff Emig (Kaw); 2. Greg Albertyn (Suz); 3. Ryan Hughes (Kaw); 4. Jeremy McGrath (Hon); 5. Mike LaRocco (Suz); 6. Kyle Lewis (Yam); 7. Damon Bradshaw (Yam); 8. Doug Henry (Yam); 9. Phil Lawrence (Kaw); 10. Cliff Palmer (Suz); 11. Brian Swink (Hon); 12. Jimmy Button (Yam); 13. Shaun Kalos (Yam); 14. Larry Ward (Hon); 15. Bruce Stratton (Suz); 16. Anthony Amaradio (Hon); 17. Ty Wallace (KTM); 18. Kevin Crine (KTM); 19. Patrick Gomm (Yam); 20. Rich Taylor (Hon); 21. Jeff Yentzer (Kaw); 22. James Povolny (Suz); 23. Matthew Crown (Yam); 24. Eric Reilly (Suz); 25. Jon Sebastien Roy (Hon); 26. Matt Shue (Yam); 27. Takateru Atsuta (Hon); 28. Carlo Coen (Yam); 29. Brian Carroll (Hon); 30. Billy Schlag (Kaw) 31. James Kapitan (Hon); 32. Chad Kresge (Suz); 33. Jason Boron (Kaw); 34. Peter Malyj (Kaw); 35. Ricky Palmer (Hon); 36. Anthony Whipple (Hon); 37. Justin Tiearney (Yam); 38. Joel Dengler (Suz); 39. Heath Voss (Hon); 40. Dave Castillo (Kaw).

250 MOTO 2: 1. Jeremy McGrath (Hon); 2. Greg Albertyn (Suz); 3. Larry Ward (Hon); 4. Mike LaRocco (Suz); 5. Ryan Hughes (Kaw); 6. Brian Swink (Hon); 7. Jimmy Button (Yam); 8. Jeff Emig (Kaw); 9. Jean Sebastien Roy (Hon); 10. Kyle Lewis (Yam); 11. Cliff Palmer (Suz); 12. Rich Taylor (Hon); 13. Shaun Kalos (Yam); 14. Kevin Crine (KTM); 15. Ty Wallace (KTM); 16. James Povolny (Suz); 18. Heath Voss (Hon); 19. Anthony Amaradio (Hon); 20. Bruce Stratton (Suz); 21. Damon Bradshaw (Yam); 22. Takateru Atsuta (Hon); 23. Carlo Coen (Yam); 24. Matt Shue (Yam); 25. Brian Carroll (Hon); 26. Chad Kresge (Suz); 27. Matthew Crown (Yam); 28. Anthony Whipple (Hon); 29. Jason Boron (Kaw); 30. Peter Malyj (Kaw); 31. Justin Tiearney (Yam); 32. Joel Dengler (Suz); 33. James Kapitan (Hon); 34. Billy Schlag (Kaw); 35. Phil Lawrence (Kaw); 36. Dave Castillo (Kaw); 37. Rick Palmer (Hon); 38. Patrick Gomm (Yam); 39. Eric Reilly (Suz); 40. Doug Henry (Yam).

250 O/A: 1. Greg Albertyn (Suz); 2. Jeremy McGrath (Hon); 3. Jeff Emig (Kaw); 4. Ryan Hughes (Kaw); 5. Mike LaRocco (Suz); 6. Larry Ward (Hon); 7. Kyle Lewis (Yam); 8. Brian Swink (Hon); 9. Jimmy Button (Yam); 10. Cliff Palmer (Suz); 11. Shaun Kalos (Yam); 12. Damon Bradshaw (Yam); 13. Doug Henry (Yam); 14. Jean Sebastien Roy (Hon); 15. Phil Lawrence (Kaw); 16. Rich Taylor (Hon); 17. Kevin Crine (KTM); 18. Ty Wallace (KTM); 19. Anthony Amaradio (Hon); 20. Bruce Stratton (Suz); 21. James Povolny (Suz); 22. Jeffrey Yentzer (Kaw); 23. Heath Voss (Hon); 24. Patrick Gomm (Yam).

250cc NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS (After 8 of 13 rounds): 1. Jeremy McGrath (379/5 wins); 2. Jeff Emig (334/1); 3. Mike LaRocco (266); 4. Greg Albertyn (252/1); 5. Brian Swink (208); 6. Larry Ward (200); 7. Kyle Lewis (199); 8. Jimmy Button (188); 9. Damon Bradshaw (170); 10. Doug Henry (165); 11. Phil Lawrence (157); 12. Ryan Hughes (152); 13. Cliff Palmer (137); 14. Rich Taylor (93); 15. Kevin Crine (63); 16. Ty Wallace (59); 17. Jean Sebastien Roy (52); 18. Shaun Kalos (51); 19. Jason Frennette (37); 20. Ron Tichenor (36).

Upcoming Rounds:
Round 9 - Troy, Ohio, July 28
Round 10 - Millville, Minnesota, August 4

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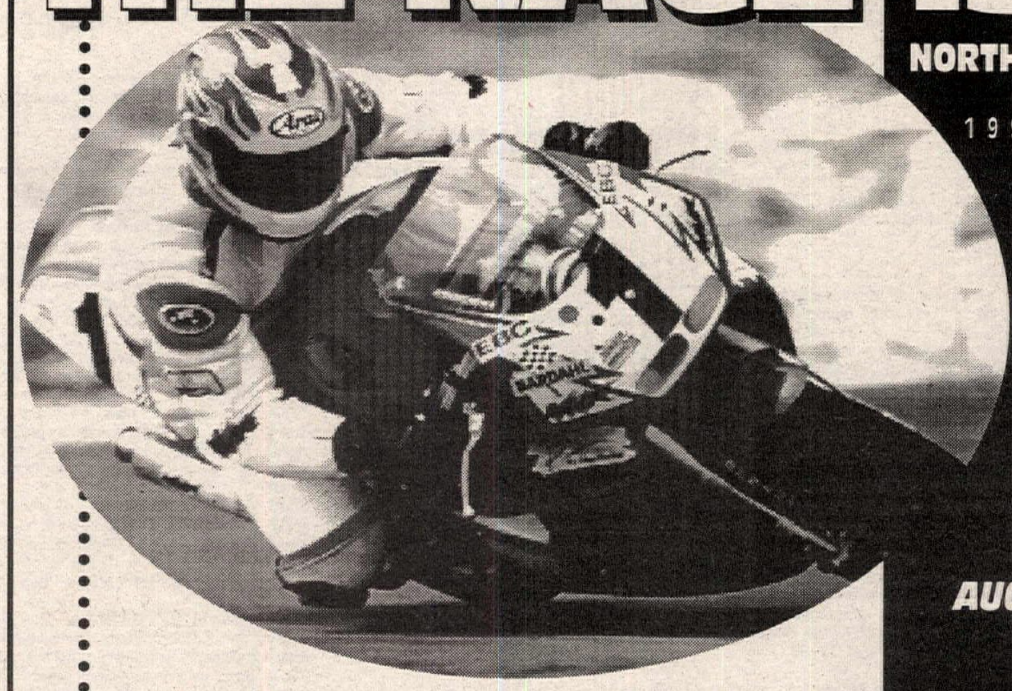

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PORTLAND INTERNATIONAL RACEWAY
PORTLAND,OREGON

AUGUST 30•SEPTEMBER 1
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YAMAHA DEALERS POCONO CYCLE FESTIVAL
POCONO INTERNATIONAL RACEWAY
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MOTOCROSS

(#7) The Evolution of Motocross
Gary Semics has put together the story of motocross' early days, highlighting 52 years of European and American racing. From the days when British dinosaurs ruled the roost to Jeremy McGrath on his CR250, you'll see it all in this 95 minute video from Gary Semics Video. **$42.95**

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video. **$33.95**

(#65D) 1994 Motocross des Nations
After 13 years of winning the "Olympics" of motocross, the American team came up second to the British champs. You'll see how it happened in this 90-minute show from Motovideo. **$29.95**

(#65E) 1995 Motocross des Nations
Great Britain stopped the USA's winning streak in '94, but the strong Belgian team made 1995 their turn after a 15-year wait. See just how close Team USA came to taking it back. 90 minutes from Duke Video USA. **$34.95**

(#67) 1995 World 125cc MX Series Review
Follow the entire '95 World Championship MX Series, from the stifling heat of Italy to the nail-biting clincher in Germany when just 3 points separated dynamic Italians Puzar & Chiodi. 90 minutes from Duke Video USA. **$34.95**

(#68A) 1995 World 250cc MX Series Review
Belgium's Stefan Everts started as favorite, but received constant pressure from fellow countryman Bervoets, USA's Moore and Vohland, Italy's Bartolini, Germany's Beirer, and England's Nicoll. Highlights cover all 15 rounds, down to when the title was decided at the final in France. 90 minutes from Duke Video USA. **$34.95**

(#68) 1994 World 250cc MX Series Review
Highlights of all the rounds of the '94 250cc MXGP Series featuring Greg Albertyn, Stefan Everts, Donny Schmit, Yves Demaria, Marnicq Bervoets and Kurt Nicoll in their quest for the World Championship. 90 minutes from Motovideo. **$29.95**

(#69) 1995 World 500cc MX Series Review
Belgian Joel Smets changed to a 4-stroke Husaberg in '95 in the hope of winning his first world crown. But Louisiana's former 125cc & 250cc World Champion Trampas Parker had his own ideas. Could he really stop Smets? 90 minutes from Duke Video USA. **$34.95**

(#149) 1994 Budd's Creek 250cc USGP
Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria led a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo. **$149.95**

(#150G) 1996 Gainesville AMA National MX
Round #1 of 125cc and 250cc action from sandy Gatorback Cycle Park. 50 minutes from Fox Video. **$24.95**

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video. **$42.95**

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video. **$34.95**

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo. **$24.95**

(#162E) 1994 AMA Nat'l. MX Season Review
Narrated by Larry Maiers, it's all here-highlights of the entire 1994 AMA 250cc National MX Championship Series. 60 minutes from Motovideo. **$24.95**

SUPERCROSS

(#301G) 1996 Orlando Supercross
Round #1 of 125/250cc AMA Supercross Series action from the Citrus Bowl in Orlando, Florida. 50 minutes from Fox Video. **$24.95**

(#310G) 1996 Minneapolis Supercross
Round #2 of 125/250cc AMA Supercross Series action from the Metrodome in Minneapolis, Minnesota. 50 minutes from Fox Video. **$24.95**

(#303G) 1996 Anaheim Supercross
Round #3 of 125/250cc AMA Supercross Series action from the former Rams Stadium in Anaheim, California. 50 minutes from Fox Video. **$24.95**

(#312G) 1996 Seattle Supercross
Round #4 of 125/250cc AMA Supercross Series action from the Kingdome in Seattle, Washington. 50 minutes from Fox Video. **$24.95**

(#304G) 1996 San Diego Supercross
Round #5 of 125/250cc AMA Supercross Series action from Jack Murphy Stadium in San Diego, California. 50 minutes from Fox Video. **$24.95**

(#306G) 1996 Atlanta Supercross
Round #6 of 125/250cc AMA Supercross Series action from the Georgia Dome in Atlanta, GA. 50 minutes from Fox Video. **$24.95**

(#302G) 1996 Houston Supercross
Round #8 of 125/250cc AMA Supercross Series action from the Astrodome in Houston, Texas. 50 minutes from Fox Video. **$24.95**

(#314G) 1996 Dallas Supercross
Round #9 of 125/250cc AMA Supercross Series action from Texas Stadium in Dallas. 50 minutes from Fox Video. **$24.95**

(#307G) 1996 Indianapolis Supercross
Round #10 of 125/250cc AMA Supercross Series action from the RCA Dome in Indianapolis, Indiana. 50 minutes from Fox Video. **$24.95**

(#313G) 1996 Tampa Supercross
Round #11 of 125/250cc AMA Supercross Series action from Florida's Tampa Stadium. 50 minutes from Fox Video. **$24.95**

(#309G) 1996 Pontiac Supercross
Round #12 of 125/250cc AMA Supercross Series action from the Silverdome in Pontiac, Michigan. 50 minutes from Fox Video. **$24.95**

(#308G) 1996 Charlotte Supercross
Round #13 of 125/250cc AMA Supercross Series action from North Carolina's Charlotte Motor Speedway. 50 minutes from Fox Video. **$24.95**

(#311G) 1996 St. Louis Supercross
Round #14 of 125/250cc AMA Supercross Series action from the TransWorld Dome in St. Louis, Missouri. 50 minutes from Fox Video. **$24.95**

(#315G) 1996 Denver Supercross
Final round (#15) of 125/250cc AMA Supercross Series action from Mile High Stadium in Denver, Colorado. 50 minutes from Fox Video. **$24.95**

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo. **$24.95**

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo. **$24.95**

(#325E) Lightning Strikes Twice
A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo. **$24.95**

(#325F) Supermac Attack
From Orlando to Las Vegas, follow Jeremy McGrath as he collects his third consecutive AMA-sanctioned U.S. Supercross Series championship. Includes highlights of 14 rounds with behind the scenes profiles on how it all happens. 60 minutes from Motovideo. **$29.95**

TOURING AND ROAD RIDING

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. **$22.95**

(#213) The Roads of Colorado
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. **$29.95**

(#220) Redline America
Enjoy a sport-touring rider's-eye view discovering the United States best motorcycling roads. See the Blue Ridge Parkway, Kodachrome Basin, Death Valley/Mt. Whitney, Yosemite, California's Highway 1 and 130, Washington Cascade 20, Needles Highway Route 87, the Badlands of South Dakota, and more. 40 minutes from Redline America Video. **$34.95**

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video. **$39.95**

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo. **$24.95**

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video. **$24.95**

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA. **$49.95**

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA. **$44.95**

(#78F) 1994 500cc GP Review
3 hours of terrific 500cc GP action in a memorable season of tough, exciting and dramatic racing. All 14 rounds are covered with extensive camera footage filmed from the air, the track, and on-bike with the top riders. 180 minutes from Duke Video USA. **$49.95**

(#78G) 1995 500cc GP Review
A battler from Brisbane becomes the most successful Australian rider of all time, a Texan hero bids a sad farewell to GP racing, a Superbike sensation from Georgia makes his 500 GP debut...see all the drama and outstanding performances in this official round-up of all 13 rounds of the '95 500cc GP season. 180 minutes from Duke Video USA. **$49.95**

(#79F) 1994 125/250cc GP Review
Watch all the 1994 250cc GP highlights in 90 sensational minutes plus the best of the 125s in 30 minutes, all in one brilliant tape; 120 minutes from Duke Video USA. **$39.95**

(#79G) 1995 125/250cc GP Review
2 hours of close-fought World Championship road racing featuring all the 250cc rounds and the best action from the 125's. Biaggi defends his crown against Harada & Waldmann while teenage star Aoki holds off Perugini, Sakata & the rest in the 125's. Includes plenty of on-bike camera footage. 120 minutes from Duke Video USA. **$34.95**

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video. **$33.95**

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video. **$33.95**

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video. **$14.95**

(#81D) '93 Laguna Seca US Grand Prix
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo. **$14.95**

(#407B) 1995 Laguna Seca WSB
Round #7 featuring two legs of WSB Series action as the Aussies rule, and the American homeboys impress at Laguna Seca. 55 minutes from Duke Video USA. **$24.95**

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. **$34.95**

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA. **$42.95**

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA. **$42.95**

(#94E) 1994 Isle of Man TT
"The 11th Milestone"-Hundreds of entries from 19 countries, thousands of fans gathering on the Isle of Man from all corners of the globe, record-breaking race action - you'll see it all in this long-version 120 minute tape from Duke Video USA. **$42.95**

(#94F) 1995 Isle of Man TT
Record-breaking action from the road racing capital of the world on the official video of the Isle of Man TT. 72 minutes from Duke Video USA. **$34.95**

(#94G) 1996 Isle of Man TT
Joey Dunlop dominates in this official long-version video of the venerable Isle of Man TT. Featuring fantastic on-bike camera action as the racers take you around the island. 120 minutes from Duke Video USA. **$37.95**

(#93) Mad Sunday: The Fans' TT
Top class road racing might be one good reason to visit the Isle of Man TT, but it sure isn't the only one. Even if you're never lucky enough to experience the fans' TT for real, it's all here: "everything else" you'll ever see besides the racing on the weekend of Mad Sunday. 60 minutes from Duke Video USA. **$34.95**

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From preseason testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA. **$34.95**

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA. **$29.95**

(#103B) Schwantz: GP Year '94
A Grand Prix diary of the world's most exciting GP rider: The drama of this most heroic of all seasons is here, along with the lighter moments as Schwantz enjoys himself as a spectator at the Tour de France, hangs his leathers on the wall of the Hard Rock Cafe and woos the daughter of Argentina's president with a gift of 1,000 roses. 70 minutes from Duke Video USA. **$34.95**

(#115) Cutting Edge Bikes
Join Mat Oxley as he tests the best of the '94 GP bikes, including Doohan's Honda NSR500, Biaggi's 250cc Aprilia, and Sakata's 125cc Aprilia. This video provides a behind the scenes look at the leading edge of motorcycle racing and development. 72 minutes from Duke Video USA. **$34.95**

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo. **$29.95**

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Duke Video USA. **$19.95**

(#125) Hogs Wild!
A review of the 1992 U.S. Harley-Davidson TwinSports Championship as Scott Zampach and Mike Hale duel to the finish for the series title. 56 minutes from Duke Video USA. **$34.95**

(#248) 1992 AMA Superbike Series Review
Follow the '92 AMA Superbike Series from start to finish as Doug Polen and Scott Russell force a Ducati vs. Kawasaki showdown for the title. 55 minutes from Duke Video USA. **$34.95**

(#248A) 1994 AMA Superbike Series Review
Troy Corser, Jamie James, Colin Edwards, Fred Merkel and the rest fight to the finish line in this highlight video of the '94 U.S. Superbike Series. 40 minutes from Motovideo. **$24.95**

(#248B) 1995 AMA Superbike Series Review
With all the familiar top names (Corser, Edwards and Russell) returning to the WSB wars after the first AMA round at Daytona, the Smokin' Joe's dynamic duo of Mike Hale and Miguel DuHamel stormed their way through the rest of America to return the U.S. Superbike Series title back to the Honda mantle. You'll see highlights from each round in this 47-minute show from Motovideo. **$24.95**

(#400A) 1994 World Superbike Series Review
Follow the highlights of each round of the '94 WSB Series as Ducati's Carl Fogarty takes his Ducati down to the wire for the World Championship against defending champion Scott Russell after a season-long battle. 60 minutes from Motovideo. **$24.95**

(#400B) 1995 World Superbike Series Review
In '95, Carl Fogarty went one better and rewarded his loyal British fans by storming through his second successful WSB Championship on the big Ducati 916. Highlights from all 12 rounds from Hockenheim to Phillip Island, highlighted by interviews with top riders, on-screen graphics, championship positions and behind the scenes footage. 180 minutes from Duke Video USA. **$39.95**

(#16A) Fast Riding the Roberts Way
A unique and fascinating insight into the Kenny Roberts Training Camp in Barcelona, Spain. Watch the King in action again as he and Randy Mamola put the school's first pupils through their paces and shows you how to get the most out of your sport and road race bikes. 65 minutes from Duke Video USA. **$34.95**

TRIALS

(#75) 1995 World Trials Review
Is there no stopping Jordi Tarres? Right from the start of the season the Spanish trials phenomenon continued the roll which had already brought him his record-breaking 6th world title. This comprehensive review of all 10 rounds features a superlative display of concentration, incredible agility and awe inspiring entertainment. 60 minutes from Duke Video USA. **$34.95**

(#27) This is Motorcycle Trials
Top trials riders Steve Colley and Sammy Miller explain and demonstrate the art of trials riding, from basic principles to winning techniques. This video also covers the development of trials bikes and the sport over the last 40 years. 60 minutes from Duke Video USA. **$32.95**

(#27A) This is Advanced Motorcycle Trials
Join top international trials competitor Steve Colley on his home training ground in the rugged Isle of Man for this highly entertaining step-by-step guide to advanced trials techniques. 62 minutes from Duke Video USA. **$34.95**

SPEEDWAY

(#45E) 1995 U.S. Speedway National Championship
In a one-night, winner-take-all format, for the 26th consecutive year, the top 16 speedway racers from around the United States meet at Orange County Fairgrounds in Costa Mesa, California. Bruce Flanders, Terry Clanton and Margo King call the action, with 6-camera locations on this exciting race. 60 minutes from RAZ Video. **$29.95**

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo. **$34.95**

(#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Motovideo. **$34.95**

VINTAGE

(#19) Barry Sheene - Champion
Barry Sheene was arguably Britain's most famous 2-wheeled star. Sheene combined great ability on a motorcycle with a strong cockney character to become Britain's first motorcycle TV personality. This video profiles his career and lifestyle, including his 500cc World Championships and 750cc World Championship. 65 minutes from Duke Video USA. **$29.95**

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video. **$32.95**

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT - classic racing at its best. 69 minutes from Duke Video USA. **$34.95**

(#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how much the bikes changed the sport in just five years. 45 minutes from Motovideo. **$34.95**

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA. **$34.95**

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA. **$34.95**

(#42) Classic Racer Experience
Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA. **$29.95**

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA. **$80.00**

(#44) Multi-Cylinder Magic
One of the magical memories of motorcycle racing in the 60's and 70's is undoubtedly the throaty music of multi-cylinder machines - a sound rarely heard on Europe's racetracks in the Nineties. Join us for over an hour of colorful aural and visual nostalgia as we relive the special magic of multi-cylinder motorcycles - and the men who made them famous. 70 minutes from Duke Video USA. **$34.95**

ENDURO & DUAL SPORT

(#28) Ride Like the Wind
Five different great off-road adventures: Follow Stephane Peterhansel as he wins some of the great motorcycle rally races worldwide, and join Yamaha's "Spirit of Adventure" riders on tours through Australia, Baja, and Utah. 93 minutes from Duke Video USA. **$34.95**

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video. **$34.95**

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video. **$34.95**

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo. **$24.95**

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video. **$34.95**

(#210A) 1994 Colorado 500
Join celebrities such as Malcom Smith & Wally Dallenbach for this famous 1000-mile trail ride through Colorado's small towns and Rocky Mountains in late summer '94. 90 minutes from L&M Productions. **$29.95**
(#210B) 1995 Colorado 500
A review of some of the highlights of the first 20 years of the Colorado 500, along with a look at the 1995 ride, covering 800 miles of beautiful Rocky Mountain trail riding scenery. 90 minutes from L&M Productions. **$29.95**

(#211) 1994 Cycle News Loretta Lynn DS Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions. **$29.95**

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions. **$29.95**

VIDEO MAGAZINES

(#11) Rick Johnson - Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo. **$24.95**

(#26) Dangerous Damon Huffman
Meet Damon Huffman at the crossroads of his career as he moves from Suzuki to Kawasaki, and see why he has been tagged as one of the most promising young racers to come through the ranks in years. You'll see Damon at Washougal for a private practice day, and interviews provide insight into this bright young star. 45 minutes from Motovideo. **$34.95**

(#60B) MX-Posed: Volume #1 & #2
Volume #1 is 47 minutes, includes Project FMF RM125 hop-up, Damon Huffman profile, OpTak on-bike MX computer, a look inside Noleen Racing, and training tips from Jeff Spencer. Volume #2 is 47 minutes, profiles Rick Johnson, Damon Bradshaw, Steve Lamson, shows suspension set-up, and more. Both tapes from EPI (while supplies last), one low price.**$14.95**

(#70) Jeremy McGrath: Winning Can Be Fun!
Jeremy's positive lifestyle, combined with the love and encouragement of his family, exemplify what it takes to go after the checkered flag and be a winner...at the race track and in life. All-new footage filmed in 1995; 30 minutes from Musical Pictures Video. **$24.95**

(#25) Coop: The Guy Cooper Story
The amazing saga of America's most infamous MX racing star. From his humble beginnings to his magnificent racing career, this show will take you on an emotional roller coaster. 45 minutes from Motovideo. **$34.95**

(#57) Ride With Roeseler
It's a virtual-reality ride with Team Kawasaki's 10-time Baja 1000 winner Larry Roeseler! Join speedway legend Gene Woods and ESPN2's Jerry Bernardo for a hilarious visit to the Roeseler home, then on to harass National Enduro Champion Ty Davis. Follow Larry Roeseler along on the trails he used to train to win 10 Baja 1000 events. Combine incredible scenery with great helmet-cam footage with an original music soundtrack for the best off-road riding video ever. 45 minutes from Motovideo. **$24.95**

FREESTYLE & CRASHES

(#121) FLY
Check out this spring' 96 release from Fox...featuring Fox stars Jeremy McGrath, Damon Bradshaw, Mike Metzger, Doug Henry, John Dowd, Kevin Windham, and Serge Guidetty, pulling off incredible aerial maneuvers at places like the Paris and Anaheim Supercrosses, Glamis Dunes, Secret Honda Test Tracks, White Sands, Ocotillo Wells and Gatorback. 35 minutes from Fox Video. Music by Single Gun Theory, Eric B. & Rakim, Sprung Monkey, SNFU, NoFX, and Shelter. 35 minutes from Fox Video. **$29.95**

(#29) The Ultimate Ride
Rider/driver eye views of a wide variety of action and high-risk sports: flying, bobsledding, TT racing on the Isle of Man, rally driving, free-fall parachuting, driving a Lamborghini Diablo, diesel truck racing, karting, hang gliding, power boating, trials riding, skiing, bungee jumping, rollercoasting, and motorcycle GP racing. Features hi-fi sound with "surround sound" effects. 62 minutes from Duke Video USA. **$29.95**

(#63) Motocross Wipeout
Hundreds of gnarly crashes featuring slow-motion replays with a music video format. Footage from motocross and supercross events around the country. 60 minutes from Motovideo. **$24.95**

(#66A) Crash and Burn III
The third in the series from Motovideo, featuring 30 minutes of crashes from Supercross, Enduro, and Motocross. **$24.95**

(#147B) Mud, Sweat & Gears
Wall to wall action with flying mud, endos, loop-outs, and crashes. Footage from Ohio's Treaty City Peace Pipe Enduro shows it's a worthy successor to the gone-but-not-forgotten Blackwater 100. 60 minutes from Motovideo. **$24.95**

(176A) Crash Impact II
Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video. **$24.95**

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video. **$29.95**

(#120) Terrafirma
The original big air freestyle Fox video featuring wild antics by Doug Henry, Ezra Lusk, Robbie Reynard, Ricky Carmichael, Travis Pastrana, James Stewart, and the King of Rock n' Roll. Soundtrack by Pennywise, Alice in Chains, Lucy's Fur Coat, Future Sounds of London and Soundbox. 35 minutes from Fox Video. **$24.95**

(#120A) Terrafirma2
Incredible footage of Jeremy McGrath, Doug Henry, Steve Lamson, Robbie Reynard, Mike Metzger, John Dowd, Ezra Lusk, Ricky Carmichael, Pedro Gonzalez, and the late Donny Schmit. Soundtrack by Mad Season, Face to Face, Corrosion, Pennywise, and Sprung Monkey. 45 minutes from Fox Video. **$29.95**

(#62) WhatUp!
The new generation video from Full Throttle Production that brings out insane aerial maneuvers by featured riders Ty Davis, Jeff Emig, Damon Bradshaw, Mike Craig, Damon Huffman, Ryan Hughes, Kyle Lewis, Phil Lawrence, Marty Smith, Rich Taylor, Ray Sommo, Nathan Fletcher, and introducing "Turtle." Original soundtrack by Royal Crown Review, Crux, Voo Doo Glow Skulls, MXPX, No Fun At All, Malfunction, Youth Brigade, NO FX, Pennywise, and Rancid. 30 minutes from Motovideo. **$29.95**

INSTRUCTIONAL AND TECHNICAL

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo. **$24.95**

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from Thumper Racing. **$38.95**

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from Thumper Racing. $33.95

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from Thumper Racing. **$23.95**

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video. **$35.95**

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video. **$45.95**

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video. **$34.95**

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video. **$34.95**

(#34) 4-Stk Performance Tuning & Maintenance
Eric Gorr demonstrates engine rebuilding and performance tuning for Japanese 4-cylinder 16-valve street bike engines. Highlights include computer-based tuning software, flow testing, and porting techniques. 160 minutes from Forward Motion Video. **$44.95**

(#35) Gary Semics MX Techniques #1
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video. **$32.95**

(#36) Gary Semics MX Techniques #2
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video. **$42.95**

(#37) Gary Semics MX Techniques #3: Jumping & Whoops
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video. **$42.95**

(#38) Gary Semics MX Techniques #4: The Difference Between Amateurs & Pros
Jeremy McGrath's personal trainer, Gary Semics, uses his new 4-step video process to teach you the not-always-obvious differences between the very best riders on the track - and everyone else. Featuring footage shot in early '96, you'll see where Jeremy and other top riders train during the winter. Whether you plan to make MX a fun hobby, or become a full-on pro, the main objective of this video is to make you a better rider. 60 minutes from Gary Semic Video. **$42.95**

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn." 23 minutes from Race Tech. **$41.95**

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo. **$44.95**

MOVIES

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design. **$37.95**

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design. **$37.95**

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from KWB Marketing Group. **$44.95**

(#181) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes from Duke Video USA. **$32.95**

WHATS NEW?

- 1996 Gainesville AMA National Motocross
- 1996 Seattle Supercross
- 1996 San Diego Supercross
- 1996 Atlanta Supercross
- 1996 Houston Supercross
- 1996 Dallas Supercross
- 1996 Indianapolis Supercross
- 1996 Tampa Supercross
- 1996 Pontiac Supercross
- 1996 Charlotte Supercross
- 1996 St. Louis Supercross
- 1996 Denver Supercross
- 1996 Isle of Man TT
- 1995 U.S. Speedway National Championship
- 1994 Colorado 500
- 1995 Colorado 500
- Fox's FLY Video
- Ride With Roeseler
- Gary Semics MX Techniques #4: The Difference Between Amateurs & Pros

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All Doohan

(Above) Alex Criville (4) hugs the inside line with Kenny Roberts Jr. (10) on his left shoulder at the start of the British 500cc GP. Loris Capirossi (65), Norifumi Abe (9) and Michael Doohan (1) give chase. (Left) Doohan won again, beating teammate Criville - again.

By Michael Scott
Photos by Gold & Goose

DONINGTON PARK, ENGLAND, JULY 21

The Samson Effect didn't work on Michael Doohan. The Repsol Honda rider had sacrificed his hairstyle for the Riders for Health charity day at Donington Park. But if his rivals hoped some of the defending double champion's strength might have been sapped in the process, they were seriously disappointed.

Doohan qualified on pole, then bided his time in a frantic British GP as first Kenny Roberts Jr. and then Loris Capirossi made the early pace. Then the reigning world champion moved through to show yet again just how much the 1996 season belongs to him.

His only challenge came as usual from teammate Alex Criville, who moved through from a slow start to niggle at Doohan's leading margin. Though he did close up slightly, he was on the edge, and at the finish the Australian still had almost 3.5 seconds in hand.

Third place was hard-fought in a race of many subsidiary battles, and in which the top 10 remained within a space of 10 seconds for the first third of the race. Run in perfect sunny conditions all weekend, the Donington Park circuit with its sweeping lawns made a fine venue, and while only 30,000 people came to watch the race, this at least (if only marginally) reversed the trend of falling crowds here.

The last rostrum spot went in the end to Japanese GP winner Norifumi Abe on the Marlboro Yamaha, just ahead of Tadayuki Okada's lightweight V-twin Repsol Honda and a charging Scott Russell's Lucky Strike Suzuki, the trio covered by less than a second. Russell had fought through from a third-row start, taking fastest lap on the way, just four-thousandths outside Schwantz's '91 lap record, and even more frustrating, slower than Corser's Superbike race record, after the same rider's "all-time best" practice lap had been comprehensively beaten by the top 500cc machine.

Capirossi was sixth, then Pileri Honda's Alex Barros managed to hold off Juan Borja. Eighth was the all-European Elf 500's best finish yet, beating German GP winner Luca Cadalora by less than a second.

Shinichi Itoh's V-twin Repsol Honda was 10th after the lightweight machines had failed to find the advantage they had hoped for at this technical circuit. But the Aprilia was not here to help the cause: With regular rider Doriano Romboni nursing injuries from the last GP, there was no replacement rider for Donington Park.

The race brought triumph and disappointment for Kenny Roberts Jr., who claimed his first-ever front-row starting position, and then led the first two laps of the race. He had dropped back to sixth when he crashed out on the 10th lap, at the same corner as teammate Jean-Michel Bayle had tumbled out of the top five shortly before.

Earlier, Chesterfield Aprilia's Max Biaggi had marked his return to fitness following his Assen crash with his sixth win of the season, working on extending his title lead again over second-placed Ralf Waldmann and his HB Honda, who had overtaken pole qualifier Chesterfield Elf Aprilia rider Olivier Jacque in the early stages. This top three stretched apart in a processional race, enlivened only by a dogged pursuit of Jean-Philippe Ruggia by slow starter Jurgen Fuchs. The German caught up to claim fourth; Ruggia promptly fell off.

Tetsuya Harada failed to capitalize on his improved practice form with a freak engine failure on the warmup lap. The Marlboro Yamaha rider did not start.

Stefano Perugini waited until the closing laps before clearing off for an emphatic 125cc victory, his second this year. The Nastro Azzurro Aprilia rider

left Ditter Plastics Aprilia rider Masaki Tokudome and UGT Honda's Tomomi Manako to scrap over second, while erstwhile leader Valentino Rossi on the AGV Aprilia dropped back to retire. The Italian teenager had ridden another sensational race until that point. Defending champion Harachuki Aoki took the Rheos Honda to eighth, and his points lead over Tokudome shrunk to 24 points.

On Saturday, defending sidecar champion Darren Dixon claimed a third win in the four-race-old season, with former champion Steve Webster inheriting second after Steve Abbott rattled to a stop and third-placed Rolf Biland also dropped back with a chain jumping the sprockets.

Victory in the Thunderbike Trophy went to Honda-mounted William Costes for the second time this season, with Stephane Mertens second and Eric Mahe a close third. Jeffrey de Vries did not start after breaking bones in his hand in a practice crash.

500cc GRAND PRIX

More than 10 years after his father stopped making a habit of it, it was again Kenny Roberts leading off the line at the British GP, and he held on up front for two laps with Capirossi on his wheels and Barros behind that. Doohan picked his way through to fourth by the second lap, trying to stay out of potential trouble. "The way some of them took off you'd think the checkered flag was just round the first corner," he said later.

Roberts started to lose ground to his elders and betters after the third lap, while teammate Bayle, also with the leaders, was heading for a crash at Coppice Corner leading onto the back straight. Top privateer Jeremy McWilliams had already fallen on the second lap, and Terry Rymer went off two laps later. Then on lap 10 Roberts also slid off, at the same place as Bayle. It had been an impressive performance nonetheless.

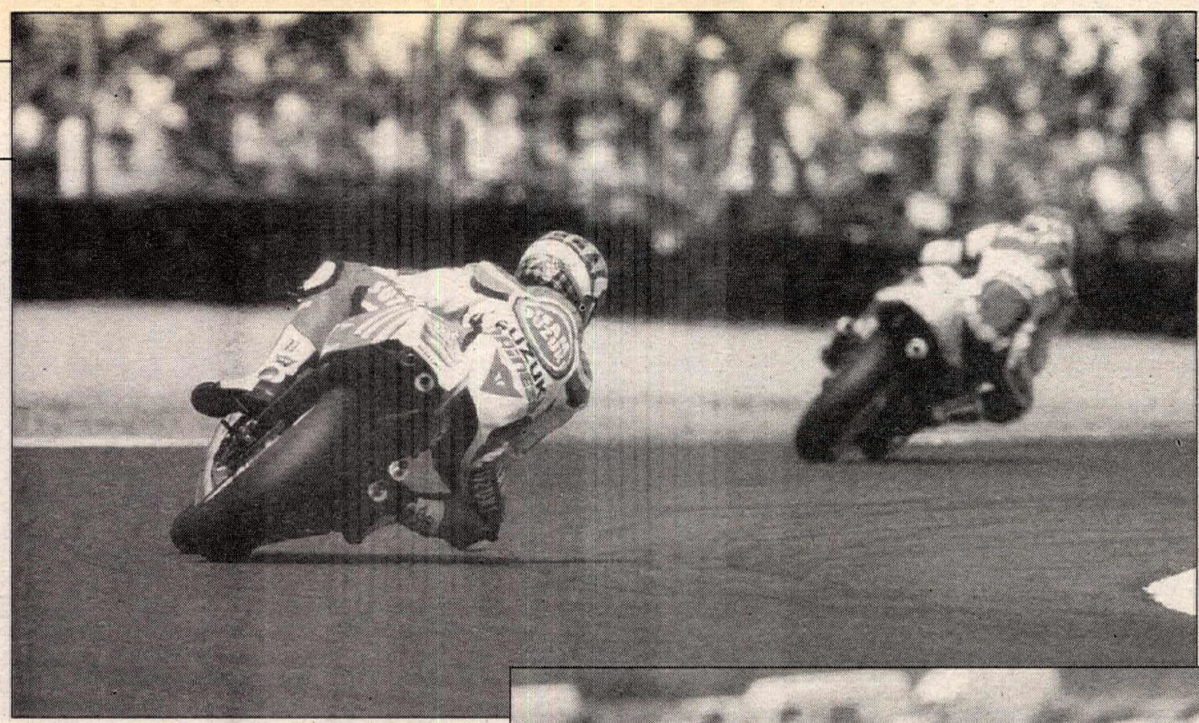
Capirossi was the first to displace Roberts, making a fairly convincing attempt to break away as he led laps four to seven, with Barros in second delaying the pursuit a little. But still Doohan was there, and he pushed past the Brazilian at the chicane on the sixth lap, and from then on Capirossi's fate was sealed. Doohan was quickly on his back wheel, and only had to wait a short time before the Italian ran wide down the hill, and he was able to move cleanly past on the inside.

From lap eight to the finish Doohan was never challenged and certainly never headed. But the race was far from dull.

Criville had gotten away slowly, and finished lap one in sixth. But he too was moving steadily through, and as Doohan took the lead he slotted in behind him. From then on it was a familiar picture: Doohan controlling the race from in front, and gradually stretching away, tantalizingly just out of reach. Criville did try to kick again in the closing laps, but he came close to crashing and thought better of it.

Doohan explained his tactics later. "I had the usual trouble getting past Barros, but once in the lead, in the interests of tire wear, I decided to try and ride as smoothly as possible. When Alex did close the gap on me a little toward the end, it wasn't panic stations because I knew I'd be able to push a little harder if needs be."

He expanded on the topic of tires, which he blamed for not beating the Superbike time. "Maybe if we had their tires, we could do the times. It seems to me that Michelin just don't have any compounds soft enough for this track. It's different from all the rest. I used the softest I could get, and I'd still like them softer."



(Left) Scott Russell gives chase. The Georgian ended up setting the fastest lap of the race en route fo finishing fifth.
(Below) Kenny Roberts Jr. (10) qualified well, but crashed out of the Grand Prix.

Criville had taken the other gamble, choosing harder rubber, and felt it might have paid off if he hadn't had to work so hard in the opening laps. "The important thing (is) I was constantly in second, and I'm still second in the championship." The words of a man resigned to his fate.

Capirossi and Barros gradually faded, hunting for grip, the latter losing ground faster so that he was soon embroiled in the next scrap: Abe and Okada were fighting it out, with Russell joining in behind after scything through from 12th on lap one. Barros soon dropped off the back of this too. They then swallowed up Capirossi too, although by the finish the trio was still very much together.

Abe just managed to cling on to third, saying later: "I usually qualify on the third or fourth row. I knew when I was on the second row here I had a chance of the rostrum."

Okada had made him work very hard for it, nosing alongside several times. His problem was tire chatter that meant he couldn't get the power on early enough in the final turn. He was two-tenths behind across the line.

Russell was riding as well - and eventually as fast - as anybody. "I was chasing grip all race long," he said later, but if he hadn't lost so much time at the start he would have been a definite top-three prospect. "I really thought I could get third, but I made a couple of mistakes in the last laps, and I just wasn't close enough," he said. At the finish he was just over half a second behind Okada.

Capirossi was sixth, his hard tire choice not paying off as he lost grip as the race wore on. Barros was another eight seconds adrift, and narrowly escaped being swallowed at the finish by Borja, having a best-ever run on the Elf 500.

Then came Cadalora, speeding up at the end after yet another extraordinary race, spending the first half hanging out well out of the top 10. He explained it later: "We had chassis problems all weekend, and we tried something different for the race. It worked well, but it took me 10 laps or so to get used to it."

He was a second behind Borja at the end, having dropped Itoh off behind. Puig was 11th, just beating his teammate Carlos Checa across the line; Briton James Haydon was top privateer, 13th, defeating Frenchman Fred Protat's similar ROC by two seconds.

Doohan still insists he only cares about enjoying races, but the "just a bonus" title is looking more and more likely, with a massive lead getting bigger still. He has 191 points; Criville, 129; Cadalora, 113; Barros, 100; and Abe, 94.

250cc GRAND PRIX

With Biaggi back on form, the racing went back to what we have seen a lot of earlier in the year - a vain and processional pursuit of the flying black bike. Biaggi got away first, and though he didn't run away as we have seen him in do the past, the end result was much the same, and a 4.6-second win earned the same points as one by a bigger margin.

"It was a hard race for me - the Hondas work very well here," he said. "But I was able to push on when I had to. I did my best, and it was enough."

Jacque had led off the line, but was quickly displaced to third by Waldmann after the German had a very lucky escape, losing the front wheel at the chicane on the first lap. "I saved it with my knee," he said later.

This three pulled ahead, gradually spreading out, and though Waldmann did try to mount an attack soon after half distance, it was a risky business, and he soon realized it wasn't worth it.

Would Harada have made any difference? The question remained unanswered after a little comedy of errors: The tachometer failed on the sighting lap, and when he pitted and tried to fix it, one of the intake pipes to the airbox was disturbed. This in turn upset the mixture, and the bike siezed on the warmup lap. End of story.

Ruggia gradually dropped away in fourth; at the same time Fuchs was battling through a strong fight behind him. He got into fifth on lap five, and concentrated on nibbling away at a gap of more than five seconds. Bit by bit he closed up, and was finally on Ruggia's tail after 15 laps of solid effort. He passed him on lap 25, and Ruggia crashed at almost the next corner.

The best dicing came in the fight for fifth, with Tohru Ukawa making the running under constant pressure from Luis d'Antin and the privateer bikes of Regis Laconi and Takeshi Tsujimura - Nobuatso Aoki's works Honda dropping off behind by half-distance. D'Antin was ahead when he crashed out unhurt with nine laps remaining, and the rest were somewhat spaced out by the finish.

Lucchi, riding the injured Locatelli's Aprilia, also retired - battered after crashing in practice, he saw little point in battling on for a low finish. More spectacular was the departure from the race of British regular Jamie Robinson, who was knocked off when Lucio Boscoscuro cut across his front wheel. Incensed, Robinson resorted to fisticuffs before being calmed by marshals.

Biaggi's win reopened the gap on Waldmann, 199-146. Harada has 97, Fuchs 96 and Jacque 92.

125cc GRAND PRIX

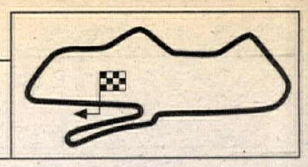
The first race saw front-row qualifiers Perugini and Jorge Martinez take the early lead, with pole man Tokudome a little way back in the pack and Alzamora likewise, soon to force through to join the leaders by the third lap.

Rossi was the sensation as they sorted themselves out. The leggy teenager with the girly hair was riding with his usual breathtaking aggression as he forced his way forward from 14th on lap one to close on the front men before half distance. On the way he carved past Tokudome and Manako, who were embroiled in the second group.

Rossi's imminent arrival was the signal for Alzamora to get moving. He passed both his rivals at the last hairpin, and got his head down to try to get away. Instead, he crashed, after 10 laps, handing the lead to Perugini once more. Perugini had his hands very full with Rossi, who went to the front for the first (and last) time on the 12th lap.

The second group was closing now as well, and as Martinez dropped back Tokudome was coming forward as the final laps counted down. Now it was

Round 9: British Grand Prix



Perugini's turn to try to break away, and as his pit crew frantically signaled to the youngster not to try too hard, he moved steadily into the middle distance. The only interruption came when he mistook the last lap, and celebrated too early, allowing the gap to shrink to 2.6 seconds at the line.

Rossi's race was not to last until the end, and he abruptly disappeared from the scrap. Not a crash this time - just a breakdown.

Tokudome defeated Manako by four seconds at the end, with Martinez hanging onto fourth ahead of closing Kazuto Sakata, heading a close group of four finishing within just over three seconds: Ueda, Katoh and Aoki, the defending champion's worst finish this year.

Garry McCoy had moved through to 11th, looking for a second top-10 finish of the season, when a misfire in the last six laps saw him drop back to 14th.

Aoki's lead shrunk by 12 points, to 154, with Tokudome on 120, Perugini 119, and Manako 101. CN

Donington Park
Donington, England
Results: July 21, 1996 (Round 9 of 15)

125cc QUALIFYING: 1. Masaki Tokudome (1:39.935); 2. Jorge Martinez (1:40.147); 3. Stefano Perugini (1:40.181); 4. Noburu Ueda (1:40.352); 5. Haruchika Aoki (1:40.416); 6. Dirk Raudies (1:40.443); 7. Emilio Alzamora (1:40.728); 8. Akira Saito (1:40.795); 9. Valentino Rossi (1:40.820); 10. Yoshiaki Katoh (1:40.871); 11. Tomomi Manako (1:40.907); 12. Darron Barton (1:40.973); 13. Frederic Petit (1:41.001); 14. Lucio Cecchinello (1:41.010); 15. Jarslav Hules (1:41.073); 16. Peter Oettl (1:41.082); 17. Youishi Ui (1:41.100); 18. Katzuto Sakata (1:41.306); 19. Ivan Goi (1:41.356); 20. Josep Sarda (1:41.416); 21. Manfred Geissler (1:41.678); 22. Herri Torrontegui (1:41.680); 23. Gabriele Debbia (1:41.688); 24. Loek Bodelier (1:41.694); 25. Peter Tessari (1:41.718); 26. Garry McCoy (1:41.864); 27. Andrea Ballerini (1:42.547); 28. C. Palmer (1:42.732); 29. R. Appleyard (1:42.860); 30. F. Mendes (1:43.148); 31. P. Jennings (1:43.463); 32 A. Nieto (1:43.515).

250cc QUALIFYING: 1. Oliver Jacque (1:34.397); 2. Max Biaggi (1:34.459); 3. Ralf Walmann (1:34.477); 4. Jean-Philippe Ruggia (1:34.873); 5. Tetsuya Harada (1:35.029); 6. Jurgen Fuchs (1:35.056); 7. Nobuatsu Aoki (1:35.520); 8. Luis d'Antin (1:35.636); 9. Tohru Ukawa (1:35.777); 10. Eskil Suter (1:35.811); 11. Oliver Petrucciani (1:35.844); 12. Takeshi Tsujimura (1:35.647); 13. Marchellino Lucchi (1:35.872); 14. Jurgen van der Goorbergh (1:36.188); 15. Luca Boscoscuro (1:36.247); 16. Regis Laconi (1:36.247); 17. Yasumasa Hatakeyama (1:36.322); 18. C. Migliorati (1:36.354); 19. A. Antonello (1:36.605); 20. J. Robinson (1:36.709); 21. O. Miyazaki (1:36.754); 22. Gianluigi Scalvini (1:36.854); 23. J. Vincent (1:36.924); 24. C. Cogan (1:37.200); 25. S. Sawford (1:37.424); 26. S. Bibernau (1:37.442); 27. D. Bulega (1:37.444); 28. C. Boudinot (1:36.711); 29. S. Smart (1:38.046); 30. O. Sainz (1:39.559); 31. L. Dickinson (1:39.552); 32. J. Barresi (1:42.076).

500cc QUALIFYING: 1. Michael Doohan (1:32.426); 2. Loris Capirossi (1:32.594); 3. Kenny Roberts Jr. (1:32.794); 4. Alex Barros (1:33.224); 5. Jean-Michel Bayle (1:33.282); 6. Norifumi Abe (1:33.333); 7. Alex Criville (1:33.403); 8. Shinichi Itoh (1:33.513); 9. Tadayuki Okada (1:33.550); 10. Luca Cadalora (1:33.562); 11. Carlos Checa (1:33.663); 12. Scott Russell (1:33.762); 13. Alberto Puig (1:34.043); 14. Juan Borja (1:34.218); 15. Terry Rymer (1:34.264); 16. Jeremy McWilliams (1:34.963); 17. Lucio Pedercini (1:35.106); 18. Eugene McManus (1:35.601); 19. Frederic Protat (1:35.653); 20. Sean Emmett (1:35.787); 21. Chris Walker (1:35.990); 22. James Haydon (1:36.134); 23. Jean Jeandat (1:37.638); 24. P. Young (1:39.808).

125cc GRAND PRIX: 1. Stefano Perugini (Apr); 2. Masaki Tokudome (Apr); 3. Tomomi Manako (Hon); 4. Jorge Martinez (Apr); 5. Kazuto Sakata (Apr); 6. Noboru Ueda (Hon); 7. Yoshiaki Katoh (Yam); 8. Haruchika Aoki (Hon); 9. Lucio Cecchinello (Hon); 10. Youishi Ui (Yam); 11. Peter Oettl (Apr); 12. Ivan Goi (Hon); 13. Darren Barton (Apr); 14. Garry McCoy (Apr); 15. Herri Torrontegui (Hon); 16. Gabriele Debbia (Yam); 17. Peter Tessari (Hon); 18. Jaroslav Hules (Hon); 19. Andrea Ballerini (Apr); 20. Manfred Geissler (Apr); 21. Angel Nieto (Apr); 22. C. Palmer (Hon); 23. Robin Appleyard (Hon); 24. P. Jennings (Hon).
Time: 43 min., 41.678 sec.
Distance: 26 laps, 64.994 miles.
Average Speed: 89.248 mph.
Margin of Victory: 2.553 sec.
Fastest Lap: Masaki Tokudome, 1:39.704/90.060 mph, lap 18.

250cc GRAND PRIX: 1. Max Biaggi (Apr); 2. Ralf Waldmann (Hon); 3. Olivier Jacque (Hon); 4. Jurgen Fuchs (Hon); 5. Tohru Ukawa (Hon); 6. Takeshi Tsujimura (Hon); 7. Regis Laconi (Hon); 8. Nobuatsu Aoki (Hon); 9. Cristiano Migliorati (Hon); 10. Eskil Suter (Apr); 11. Sete Gibernau (Hon); 12. Osamu Miyazaki (Apr); 13. A. Antonello (Apr); 14. Christophe Cogan (Hon); 15. Davide Bulega (Apr); 16. S. Smart (Hon); 17. S. Sawford (Apr); 18. Christian Boudinot (Apr); 19. Jose Barresi (Yam).
Time: 43 min., 4.272 sec.
Distance: 27 laps, 67.345 miles.
Average Speed: 93.815 mph.
Margin of Victory: 4.637 sec.
Fastest Lap: Max Biaggi, 1:34.968/94.551 mph, lap 2.

500cc GRAND PRIX: 1. Michael Doohan (Hon); 2. Alex Criville (Hon); 3. Norifumi Abe (Yam); 4. Tadayuki Okada (Hon); 5. Scott Russell (Suz); 6. Loris Capirossi (Yam); 7. Alexandro Barros (Hon); 8. Juan Borja (Elf); 9. Luca Cadalora (Hon); 10. Shinichi Itoh (Hon); 11. Alberto Puig (Hon); 12. Carles Checa (Hon); 13. James Haydon (Yam); 14. Frederic Protat (Yam); 15. Lucio Pedercini (Yam); 16. Chris Walker (Elf); 17. Eugene McManus (Yam).
Time: 47 min., 11.135 sec.
Distance: 30 laps, 74.828 miles.
Average Speed: 95.149 mph.
Margin of Victory: 3.319 sec.
Fastest Lap: Scott Russell, 1:33.574/95.960 mph, lap 27.

SIDECAR GRAND PRIX: 1. Dixon/Hetherington (Win); 2. Biland/Waltisperg (LCR); 3. Webster/James

(Above) Norifumi Abe ended up third on the Marlboro Yamaha. (Left) Max Biaggi won the 250cc British Grand Prix to further extend his lead in the World Championship point standings.

Doohan beats "street bikes"

Troy Corser set the target of 1:33.00 with a new outright motorcycle lap record on his Ducati Superbike earlier this year, the first time a modern GP 500cc had ever been beaten by a four-stroke. It took time to pin it down, but by the end of the final practice not only the long-standing had '91 Schwantz lap record been pulverized by more than a second, but the top three 500s had also reclaimed six-tenths on the Superbikes. "I expected we'd be able to beat a street bike," said Doohan.

For it was Doohan again on pole position, head-shaven man of the moment in yet another last-minute charge that reclaimed the position from Loris Capirossi. Doohan's lap was a fine thing to watch - sliding the rear onto the back straight, slithering sideways on both sides under braking for the hairpin, making his insistence on his usual refrain less than usually plausible. This was not a lap ridden by a man who "doesn't really care about pole position. Anywhere on the front row is okay."

As long as it's ahead of Capirossi, one might have added, but Doohan made light of the effort. "I didn't really expect pole. I had new tires on, and I was planning another lap." As for the long-awaited tumbling of the Donington records: "It may be that we haven't had these high temperatures for several years. It seems the tires are getting hotter and developing more bite," he said.

Capirossi's time came barely halfway through the session, and looked unattainable for a fair while. His trick after a steady downward trend over the last few races had been to dump the more experimental chassis he'd been working with, and go back to standard, the bike he rode and enjoyed at the start of the year. It made him smile broadly. "The chassis we were using was way too sensitive," Capirossi said. "This bike I like. I feel comfortable again."

Then came - Kenny Roberts Jr.! In only his seventh 500cc GP, the "nice kid" from racing's first family had not only continued the impressive trick of improving steadily race by race, but had also arrived with the really fast guys - his time was more than three-tenths off Doohan's, but still comfortably inside Corser's Superbike record. "It's my team, and the way they have the bike," Roberts said. "It's so well balanced that it's really easy for me to ride. Donington's not a favorite of mine, but I managed to follow some fast riders, and I learned such a lot. That's what I'll try and do again tomorrow."

Barros was the last man on the front row, an old Donington hand with a record of appalling luck - crashed in '92 in practice, knocked off (with Schwantz) by Doohan in '93, ran out of petrol while lying third in '95. "It's going to be really hard tomorrow," Barros said. You will have to go fast right from the start, but you will also have to save your tires. The winner will have the best tires at the end."

Jean-Michel Bayle led row two, after setting tongues wagging after snatching provisional pole from Doohan on the first day. Another to share in the return to strength of the Yamaha, and only five-hundredths off Barros. Either the Yamaha is a good bike for class rookies, or it's an incredibly good bike that flatters their ability. If the latter, where is the man who can bring out its full potential?

Norifumi Abe was next, practicing a little better than usual at a track where one might expect the opposite - ever unpredictable. Only then came Alex Criville, blaming traffic on the one-line track for an unexpected gap of almost a second on Doohan. "There's no way I should be there. It'll be different in the race. My practice has gone quite well in other ways," he said.

And only then came the first V-twin, at one track where they had been penciled in for a possible win. As surprisingly, the one on top was ridden by Shinichi Itoh, starting his end-of-season form improvement rather earlier than usual to outqualify Tadayuki Okada by one position, one row of the grid, and four-hundredths of a second. A reluctance to turn in was the Okada's complaint. "We're still working with suspension, and we may fix it for the race," he said.

The ever-puzzling Luca Cadalora dropped from a close fourth on day one to 10th on day two, the only rider among the fast men not to improve his time. He had Carlos Checa alongside, then an out-of-sorts Scott Russell, unable to repeat his front-row qualifying position of last year at this favorite track. Now he was 12th - but his lap time was faster than Doohan's pole position of last year.

Puig led row four from Juan Borja, Terry Rymer (on Beattie's Suzuki again, but carrying an injury) and Jeremy McWilliams, top privateer. Wild Card ROC rider Chris Walker was 21st out of 24 qualifiers.

The message was plain in the 250cc class. Now almost fully recovered from his Assen injuries, Max was back. Biaggi dominated every session. Then, at the very last gasp, along came Oliver Jacque to spoil the party. He did so only by half a tenth, but it was his second pole of the year and served notice of a second track where the Hondas' smooth power delivery might claw back the snappish disc-valve Aprilia's top-end advantage.

"I didn't expect it," Jacque said. "We had a lot of suspension problems earlier on, and the NSR is very delicate, very difficult to get right. But the bike is good now, and it's working well with the circuit."

Biaggi allowed in response: "The Honda works well at this track. I am just doing the best I can to be ready for the race. We tried a quicker steering angle in the last practice, but it wasn't good, and then I lost some time changing the bike back," he added, by way of explanation for being the only top-19 rider not to go faster on day two.

Ralf Waldmann was alongside, also less than a hundredth away, and enjoying the circuit to the full. "It should be close," he grinned. And then, another four-tenths away, came former winner and still lap-record holder Jean-Philippe Ruggia. "I think the record will go tomorrow, but I'm not sure that it will be me who breaks it," he said.

Tetsuya Harada led row two, after having been higher in what his team was happy to greet as something of a revival. Yet more new tires from Michelin, development and familiarity with Yamaha's latest cylinders, and a chassis geometry revision had all worked together, said Rainey. He was narrowly ahead of Jurgen Fuchs in times still close-packed, the German blaming heavy traffic for his failure to hold on to his provisional front-row position. He was the last rider within a second of pole.

Then Haruchika Aoki, the second Michelin runner, and Louis d'Antin, with Ukawa next, leading row three. He had crashed heavily on Saturday morning, all but destroying his bike, but bounced back yet again for the race. Then came Eskil Suter, Petrucciani and Tsujimura, the more experienced privateers prevailing.

(LCR); 4. Kumagaya/Hopkinson (LCR); 5. Brindley/Hutchinson (LCR); 6. Guedel/Guedel (LCR); 7. Boesiger/Egli (LCR); 8. Reddington/Crone (LCR); 9. Schlosser/Herzog (LCR); 10. Janssen/Hanni (LCR); 11. Neuman/Zillman (LCR); 12. Webster/McIntosh (LCR); 13. Gray/Jewell (LCR); 14. Muldoon/Gusman (LCR).
Time: 42 min., 24.323 sec.
Distance: 26 laps, 64.850 miles.
Average Speed: 91.758 mph.
Margin of Victory: 22.651 sec.
Fastest Lap: Steve Abbott, 1:36.489/93.061 mph, lap 12
125cc WORLD C'SHIP POINT STANDINGS (After 9 of 15 rounds): 1. Haruchika Aoki (154/1 win); 2. Masaki Tokudome (120/3); 3. Stefano Perugini (119/3); 4. Tomomi Manako (101); 5. Emilio Alzamora (94/1); 6. Noboru Ueda (93); 7. Peter Oettl (77/1); 8. Kazuto Sakata (68); 9. Valentino Rossi (57); 10. (TIE) Ivan Goi/Jorge Martinez (51); 12. Manfred Geissler (41); 13. Dirk Raudies (36); 14. (TIE) Akira Saito/Lucio Ceccinello (32); 16. Yoshiaki Katoh (27); 17. Frederic Petit (15); 18. Andrea Bellerini (14); 19. Garry McCoy (13); 20. Darren Barton (12); 21. M. Azuma (10); 22. (TIE) Herri Torrontegui/Youishi Ui (9); 24. S. Ibaraki (6); 25. Jaroslav Hules (5); 26. (TIE) Loek Bodelier/P Tessari (4); 28. Josep Sarda (3); 29. (TIE) S. Sugaya/Jorge Ramirez/Gabrielle Debbia (1).
250cc WORLD C'SHIP POINTS STANDINGS (After 9 of 15 rounds): 1. Max Biaggi (199/6 wins); 2. Ralf Waldmann (146/2); 3. Tetsuya Harada (97/1); 4. Jurgen Fuchs (96); 5. Oliver Jacque (92); 6. Luis d'Antin (80); 7. Nobuatsu Aoki (72); 8. Tohru Ukawa (61); 9. Jean Philippe Ruggia (49); 10. Luca Boscoscuro (43); 11. Eskil Suter (38); 12. Christiano Migliorati (36); 13. Jurgen van den Goorberg (30); 14. Regis Laconi (26); 15. Takeshi Tsujimura (24); 16. Osamu Miyazaki (21); 17. (TIE) N. Numata/M. Lucchi (20); 19. Jamie Robinson (19); 20. D. Kato (16); 21. Roberto Locatelli (14); 22. Sebastian Porco (11); 23. Sete Gibernau (10); 24. K. Haga (9); 25. Davide Bulega (8); 26. Yasumasa Hatakeyama (7); 27. Massimo Ottobre (6); 28. (TIE) A. Antonello/Oliver Petrucciani (3); 30. Christophe Cogan (2).
500cc WORLD C'SHIP POINTS STANDINGS (After 9 of 15 rounds): 1. Michael Doohan (191/6 wins); 2. Alex Criville (129); 3. Luca Cadalora (113/2); 4. Alexandro Barros (100); 5. Norifumi Abe (94/1); 6. Scott Russell (86); 7. Alberto Puig (67); 8. Tadayuki Okada (63); 9. Jean Michel Bayle (60); 10. Carlos Checa (48); 11. Loris Capirossi (43); 12. (TIE) Kenny Roberts Jr./Shinichi Itoh (42); 14. (TIE) Jaun Borja/Frederic Protat (26); 16. Daryl Beattie (24); 17. Doriano Romboni (21); 18. Jeremy McWilliams (18); 19. Lucio Pedercini (17); 20. James Haydon (16); 21. (TIE) Terry Rymer/Sean Emmet (9); 23. Eugene McManus (5); 24. (TIE) Laurent Naveau/Florian Ferracci/Toshi Arakaki (3); 27. Jean Mark Deletang (2).
SIDECAR WORLD C'SHIP POINT STANDINGS (After 4 of 7 rounds): 1. Darren Dixon (95/3 wins); 2. Steve Webster (68); 3. Peter Guedel (64/1); 4. Rolf Biland (53); 5. Y. Kumagaya (37); 6. M. Boesiger (25); 7. Klas Klaffenboek (33); 8. Steve Abbott (32); 9. M. Reddington (24); 10. T Wyssen (23).

Upcoming Rounds:
Round 10 - Zeltweg, Austria, August 4
Round 11 - Brno, Czech Republic, August 18

Stefano Perugini (6) and Masaki Tokudome (7) celebrate their 1-2 finish in the 125cc Grand Prix. Perugini won by 2.6 seconds.

Briefly...

Max Biaggi gave a fine display of temperament in Britain - leaving Italy's most important sporting newspaper severely insulted, and experienced Max-watchers wondering whether it's part of some Macchiavellian manipulation of the media from a man supremely skilled in self-promotion - or is the superstar cracking under the pressure? The blowup came after the first practice day, when the Gazetto della Sport's reporter asked once too often of Max the question that has been at the top of everybody's list for weeks: What will you be doing next year? Max reacted badly to a repetition of this unanswerable query, then compounded his angry response with a special visit to the press room to continue the row, during which the Gazetto man's lap-top computer took a good banging on the desk. If this was a calculated act, it was a bold one. The newspaper is hugely influential in Italy, and a down on the superstar would not enhance his status with his sponsors or Aprilia. Biaggi will need to make some sort of a grand gesture to set matters straight. If it was just a loss of control, then the pressure is obvious. Not only has Biaggi lost his winning streak after crashing in practice at Assen, but his negotiations for next year have not gone well. His target was a factory ride with Honda, but it seems both seats have already been taken, with Doohan and Criville having decided to stay on two weeks ago. Max is thought already to have priced himself out of the general 500cc market, with his last remaining 500cc hope being a place with Yamaha. Meanwhile, there are rumors that Yamaha will withdraw from the 250cc class next year, which would put 1993 champion and his most respected rival Tetsuya Harada on the rider market, further eroding Biaggi's possible asking price. It now seems increasingly likely that Max may stay with Aprilia, possibly taking on a two-class challenge by racing the 410cc lightweight 500cc-class bike a well as the 250. Biaggi has already said he doesn't want to do that - that he will only move to the 500cc class with a top-rated V-four team. However, his worsening bargaining position may mean he will be happy to take what he can get.

Confusion over the 1989 Italian GP at Misano meant **Mick Doohan**'s men nearly missed the party for his **100th GP**. This 100th race was the Donington GP, but the Doohan party had been expecting to celebrate the event two weeks hence. The Italian race is the rogue event. The works men went on strike, after rain had turned the patchy surface into a skating rink, and the depleted race was won by a thoroughly miserable Pier-Francesco Chili, whose Italian sponsors had insisted he race on regardless, followed by privateers Michael Rudroff and Simon Buckmaster. The riders involved have struck the race from their own records; but the truth is that they started the race in the dry, then called a voluntary halt which brought out the red flags. Then they declined to take part in the restart. By then, however, they had already begun the event, and in the amalgamated results of the two-leg race were listed as "DNF." It is thought not to be a matter that much concerns the double World Champion.

Aluminum made an unexpected return as **braking material** in a world dominated by carbon fiber, and (when it's wetter) cast-iron. Plasma-sprayed aluminum discs were used by 125cc man Akira Saito as well as four British 250cc wild cards, who included Paul Smart's rising son Scott. The brakes are considerably cheaper than the costly carbon discs and pads, and rather surprisingly are also slightly lighter. The material is not new - indeed plasma-sprayed aluminum discs have a long-standing reputation for flaky behavior (literally, in my own experience). The new generation, developed for the aircraft industry and introduced to bikes in association with AP Racing, are said to be free from these faults.

Yamaha has denied rumors they will abandon the 250cc class, but have also admitted that there may be a general policy review toward racing in the coming weeks. "These matters are generally settled before the factory closes down in the second week in August," a spokesman said. The rumors began after continuing poor performances from their works V-twin, as well as a fall from favor among privateer customers. Only one other Yamaha regularly races in the class, ridden by Venezuelan Jose Barresi.

The smooth completion of the original 15-race GP calendar is in jeopardy, with two races now looking shaky - and one of them only a fortnight away. That is the **Austrian GP**, now moved to the redesigned and rebuilt Zeltweg circuit. With practice due to begin in less than three weeks, the track was so fresh as to be virtually unridable, while rain and other uncompleted building works were spreading dust and mud faster than circuit cleaners could take it off. This was the scene when Doohan and Criville arrived for private HRC tests three days after the German GP. The first day was completely washed out; on the second Mick ran three laps, and Criville barely 15. "It'll be a nice track... one day," Doohan said. This revived memories of rider strikes narrowly averted at the too-new tracks in Argentina and Brazil over the past two years. One reason both races went ahead was that many felt, having made the long journey, they were already committed to the race. Austria will awaken no such feelings. Free testing will take place on Thursday. If the track is not satisfactory, especially in the highly likely event of bad weather, there is likely to be a fierce argument about whether the race will go ahead.

The other reports of problems come from **Rio de Janeiro**, when the newly resurfaced track used for the GP last year may not be ready for this year's race, scheduled in October. Since the inaugural bike GP there last year, an oval track was built for an Indy-Car race there early this year. This crosses the "road" circuit at two points, both of which are banked. At other points, runoff area has also been sacrificed to the banking. With barely 12 weeks to go, the banking is still in place, leading to serious doubts that the necessary works can be completed in time to make the track safe for the bikes. IRTA Riders' Representative Franco Uncini returned from Brazil recently, and will return to inspect progress twice during August.

It was a **Bad Hair Day** at Donington Park, with Mick Doohan emphatically leading the way. Following the fashion lead set by Daryl Beattie, the Australian had his head clean-shaven to acquire a rather more aggressive-looking version of the Moon Boy look.

Doohan had a reason: he had promised to do so if it would raise 3000 pounds for the **Riders for Health** charity at their pre-race **Day of Champions**. The sum was easily reached, the shears were wielded by Randy Mamola. "At least it'll grow back again," was Mick's stock response to any questioner with any sign of incipient baldness. The charity day raised almost 50,000 pounds, a record in its six years. The money funds a project establishing and maintaining motorcycles for rural health workers in remote areas of the mountain kingdom of Lesotho in southern Africa. "Nothing beats a motorcycle in these conditions, and our achievement is to prove that it is possible to do it reliably, whereas previous ventures had failed. We introduced Fleet Management to African health care," said charity organizer Barry Coleman, a former racing journalist. The charity is now helping to establish a much larger project in Ghana, West Africa. "It's all been done by racing. Now it's time for the industry to get involved," he added. **Wayne Gardner** and **Kevin Schwantz** were among former champions who made a special trip to Donington for the charity day. Bad Hair was spotted elsewhere, the prime example being **Scott Russell**, whose close-cropped locks had turned prematurely yellow. "I got bored so I decided to go blonde," he said with a grin, staying well clear of mirrors all the while.

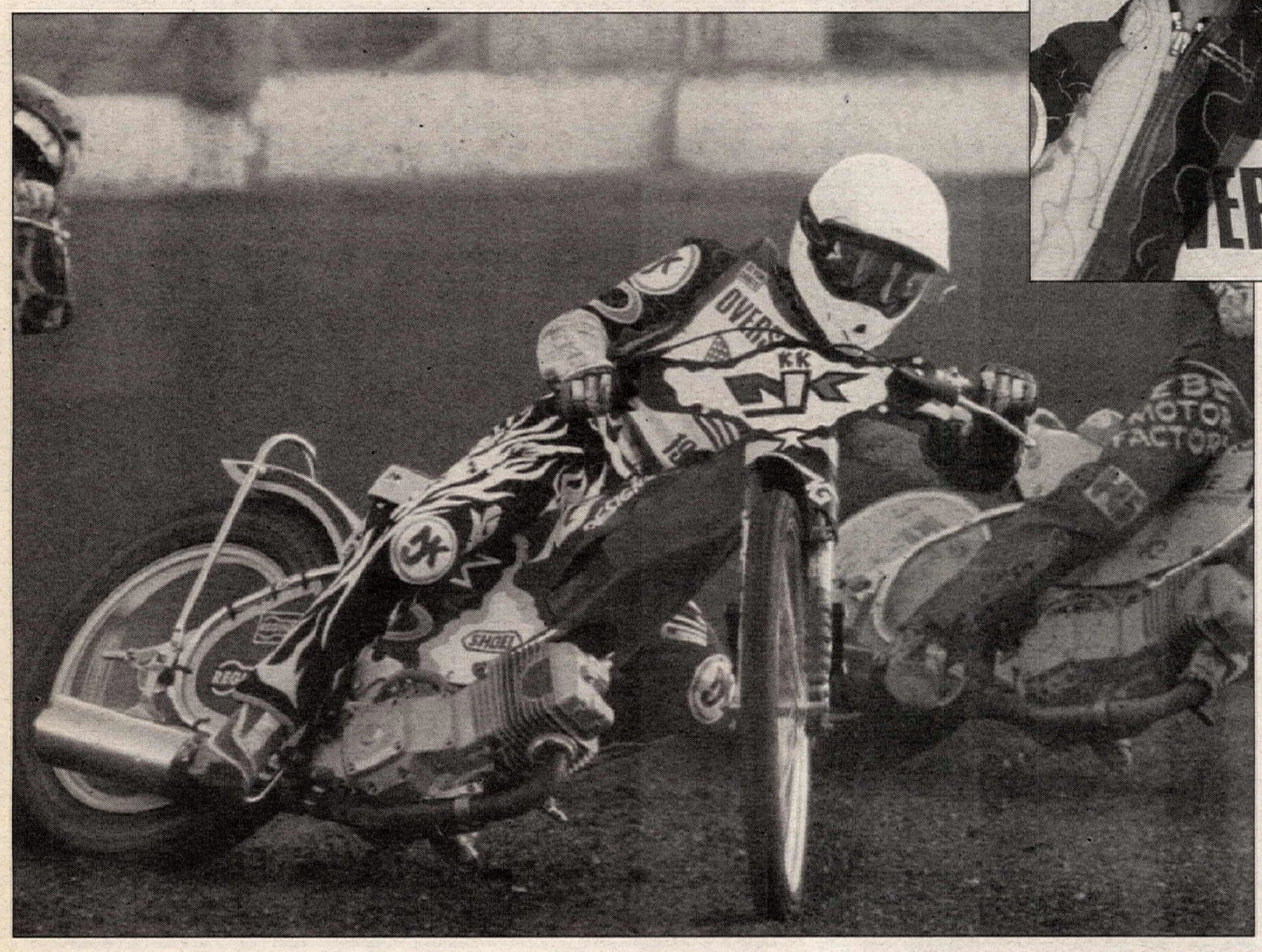
Some Donington spectators had a lucky escape when a 500cc machine that had left the track at close to full speed vaulted the gravel trap then broke through two layers of security fencing to land on an earth bank that on race days is packed with spectators. The machine was British privateer **Sean Emmett**'s Shell-Harris Yamaha, and he said later the brakes had failed completely at the end of the pit straight. He fell off in the vain attempt to negotiate the third- or fourth-gear Redgate Corner, but the bike was traveling so fast that, as one eyewitness said, "it seemed to gain height across the graveltrap" so that it completely cleared a low concrete wall. Nobody was hit by the bike, but two spectators were slightly injured by flying debris, one requiring a stitch in a cut to his head. "The double catch fencing system did its job," said circuit spokesman Dave Fern.

Rumors of a forthcoming **Team Roberts GP bike** gathered momentum and took on shape in Britain - and the shape has three cylinders. This is widely tipped to be a possible solution to the stagnation of the 500cc class, with the V-fours making only sporadic gains, and the V-twins not really quite powerful enough to pose a threat. A three-cylinder machine would be closer on horsepower, but would still benefit from a weight advantage, with a minimum of 253 pounds, where the four-cylinder minimum is 286 pounds and twins, 220. Roberts would not be drawn - but, questioned recently for a more or less frivolous listing of his five favorite bikes, his first mention was "the three-cylinder Honda" (that Spencer rode when he defeated Roberts in 1983. "I never rode one, but it sure was nimble, compared to the Yamaha I had." The strongest rumors link him with British car-racing eminence Tom Walkinshaw of TWR. "I have no comment to make on any questions about Walkinshaw," he said. But the name of a friendly rival car-racing firm, Prodrive, has also been mentioned, and the entire senior staff of Prodrive were at Donington Park on a "fact-finding" venture. They were the guests of Lucky Strike, whose sister-brand 555 sponsors the Prodrive-prepared title-winning Subaru rally car. Their workshop is very near the new Team Roberts workshop in Banbury, England. "But I haven't even been to my building yet, and I didn't know Pro-Drive were so close. I met them for the first time today," insisted Roberts.

Teams' association **IRTA** has stepped back from the brink of extinction and signed a new five-year deal with Dorna, according to high-level leaks at Donington Park. This follows IRTA's decision to go it alone with Swiss marketing company ISL earlier this year, which in turn triggered the rival Dorna/FIM accord with Bernie Ecclestone, announced at the Spanish GP. The ISL proposal appears to have fallen by the wayside; while IRTA are believed to have sacrificed some powers (notably in technical regulations) within the new deal. However, there is still no confirmation of rumors that the deal with Ecclestone has hit a brick wall; or of a second offer for Dorna from Superbike boss Maurizio Flammini, financed by Indonesian potentate Tommy Soeharto.

One drawback about racing bikes is that they are invariably single-seaters. Riders alone enjoy their performance, and they can't even show off their skill at controlling the awesome power to their girlfriends. They can now. Racing innovator **Kenny Roberts** has built the world's first **twin-seat 500cc GP bike**, converting a factory YZR500 Yamaha by adding a rear seat and footpegs. There is no grab rail, however - passengers are advised to hold tight onto the rider, to avoid the risk of them leaning the wrong way. The idea is to take newsmen and potential sponsors for a once-in-a-lifetime GP flip. And, okay, maybe a few girlfriends, too, now and then. If the idea catches on, the next step will be headlights and a top-box.

And (in)justice for all...



By John Hipkiss

Controversy ruined the recent Overseas Speedway Final at Coventry, England, when Californian Chris Manchester won the event but was later told the result will not stand.

Leading up to the meeting, 13 of the 16 riders refused to take part because they were told to use solid-block tires - a ruling made by the FIM in an effort to slow down the racing.

After hours of talking, FIM officials decided to cancel the event as it became obvious the riders would not give way, and British Authorities took over the meeting in order to satisfy the fans. Manchester went on to win the event in fine style, and there was significant hope that the FIM would allow the results to stand and then discuss the matter with a view to next season.

Instead the FIM decided to throw out the 13 riders who refused to race on the mandatory tires and send through Kelvin Tatum, Mark Lemon and Ryan Sullivan to the Intercontinental Final. Tatum was clearly concerned about any punishment, as he is the reigning World Long Track Champion and was not prepared to lose his crown. Sullivan and Lemon had both agreed to ride on the solid-block tires prior to the fiasco, thus setting themselves straight for any possible aftermath. All three riders took part in the meeting, however, and did so on the standard Dunlop "cut tire."

Yet it is Manchester and the unlucky 13, which includes fellow American Mike Faria, who must wait and see what further punishment will be handed out. Thus far they are out of this year's race for a Grand Prix berth, and Manchester has been denied the opportunity to represent America in the World Team Cup.

In light of the situation, Manchester has refused to wait around quietly. He is not scared to let his true feelings be known.

Did you fear that the result would not stand at Coventry, even though there was genuine hope that the FIM would allow it?

There was always a fear that they would take it all away from us, but they don't have to ride the bikes. When we took to the track, we were all united - even the guys who said that they would actually ride on the new tires - they only did that because they had a lot to lose. I knew I was champion of something, but I was seriously hoping I would be overseas champion.

What did you have to lose by protesting this way?

Only the final punishment will tell me exactly what I have lost from the whole deal, but in the short term I am out of the World Championship, and I can't ride for America in the World Team Cup. That's a real bummer, but I'd rather be walking and healthy than in a wheelchair thanks to some stupid tires that these people have brought in.

Without riding a bike, supporters don't understand the difference in the tires. Can you explain the deal?

It's hard to explain in detail what they are all about, but they are supposed to slow the sport down and make it safer for everyone. These guys expect us to go straight into an important World Championship meeting without having used them competitively before. Our British League racing is fine, and as far as we are concerned, there is no need to mess about with tires - there are more important issues in the sport than a silly argument over tires. In trying to make the sport safer they have actually gone the other way, because the (new) tires are very unpredictable, and we don't want an accident.

I was reading a newspaper article with Simon Cross, who was blaming an FIM decision to put six riders in a race, which forced him out to the fence in the 1990 World Pairs Final, and he broke his back. He was saying that if these tires cause him to crash again he would take legal action against the FIM - that's how serious the issue has become. But these people who sit in a dark room, smoking cigars and getting fat on cakes paid for by everybody else, can't even see that. They are just crazy.

Aren't you scared of what you say to the press and media about the FIM, bearing in mind the tough stance that they are taking on this whole issue?

I really don't care. What have these people ever done for me? They have done nothing for any of the riders. They just don't think about our case, and all they do is try and make heroes of themselves. How many of the people who have imposed this punishment on us guys have actually ridden a speedway bike? I would challenge any of them to come and try and race at high speed for four laps with no brakes. The sport is dangerous enough as it is, and I am totally fed up with them. It's time they realize the riders have to be considered more, and they don't even ask our views. We are told, "You get on with it," and that's the end of the matter. What's

wrong with something like, "What do you think, guys?" No chance. They just don't care about us, and now that they have made a mistake they are all sticking together and not letting anybody in on what they are saying. I'd love to be a fly on the wall in their meetings to hear how they explain to each other that they have made a big mistake and they are making themselves look silly.

Which way do you think the World Championship will now go?

Again, I really don't care. They can stick their World Championship now. They have done their best to ruin my career, and I have to concentrate on getting better as a rider from now on. I know we have achieved something from all this because it has caused a massive stink throughout the sport, and if something is done about it then we have achieved a heck of a lot.

The future of the Grand Prix series could be in the balance, according to Race Director Ole Olsen. What do you think?

This year's events only went ahead because the FIM budged, not the riders. At the British Final this year Olsen came to talk to certain Grand Prix riders and try and reach a compromise, but their was no way those guys were going to use solid-block tires. The only difference between that and the Overseas Final was that the matter was sorted out before the first Grand Prix round. It was never possible to do that before the Overseas Final. Talks were not possible for one reason or another.

British officials said that they had sympathy for you, but your actions were badly timed. What do you say about that?

When else could we do it? We told the FIM officials we didn't want to use them after practice, and I admit that I felt sorry for the fans who were kept waiting. They could have caused a riot on the terraces at any other sport, but it once again proved just how special speedway fans can be. Yes, it was regrettable the way it was timed, but I can't see how else we could have handled it. We need these people to start listening to the riders more, and perhaps this sort of protest has had the necessary effect.

Do you ever see the day when riders start a World Championship of their own away from the FIM?

I would break away from those guys tomorrow if I could. I don't really feel as if I want anything else to do with them. They have provided a major blow to my career, and I don't think that they care about speedway. I know a lot of riders who feel the same way, but it's never easy to do something like that overnight. Some of the Grand Prix riders called us to congratulate us on our action, but I don't want to get those guys in trouble, so I can't say who they are - just to say they admired our guts in doing what we did. Yes, let's have a World Championship of our own, and everything will be fine.

What about future punishment - does it scare you?

Not at all. What they feel they have to do, I'll have to go along with it. I just hope they feel happy with themselves for the way they have messed the riders about and left us in the dark when it came to an important safety issue. I'm sorry about the whole episode, but I don't regret anything about it, and I have to say that when it comes to riding a bike or spending the rest of your life in a wheelchair, I know which I would go for every time. I just hope the future will be bright for international speedway - and I don't care if that involves the FIM. CN

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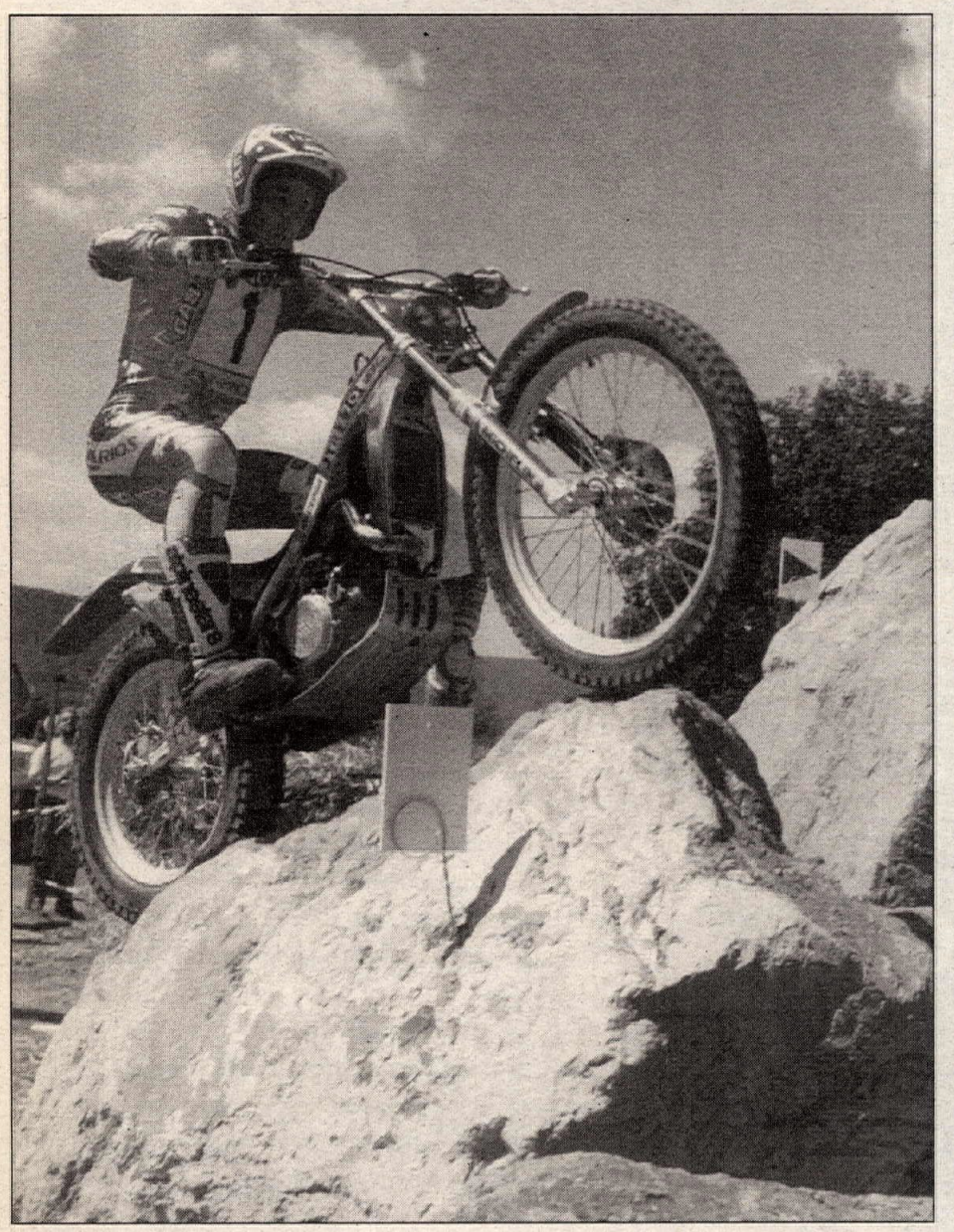
Round 8: Germany

Tarres' 60th



By John Dickinson

GROSSHEUBACH, GERMANY, JULY 13-14

Jordi Tarres, Spain's seven-time and reigning World Trials Champion, knows that the 1996 title is now beyond his grasp as he lies third behind countryman Marc Colomer and Brit Doug Lampkin. But Tarres upstaged both young pretenders recently to take the victory in the German round of the series, which was staged in the woods at Grossheubach near Frankfurt.

It was Jordi's 60th GP win, an incredible achievement by any standards, and judging by his form in Germany it almost certainly won't be his last.

The 29-year-old Spaniard, written off by so many at the start of the season as being too old to mix it with the young guns, was affected by back problems in the opening rounds, but as the season rolled on, the old confidence and balance has noticeably improved. And in Germany there was no doubt that the old master was right on top of his game once more as he overtook first-day leader Lampkin to reach that memorable 60th milestone.

For Lampkin, trying desperately to make inroads into Colomer's 14-point championship lead with just three rounds of the 10-round series remaining (including Germany), Tarres' win was a massive blow to the Brit's end of season charge. Ideally, Lampkin wanted to win with Tarres second and Colomer third (or lower) thus closing down his Montesa rival's lead by at least five marks. And the plan was right on course after the first day's single lap of 14 sections. Tarres then squeezed into a narrow lead after Sunday's opening loop and then brilliantly blitzed the final circuit to run out the winner by a massive 13 points. A disappointed Lampkin dropped a couple of 5s on "iffy" sections and in fact almost lost third to Colomer.

The German Trial followed the worryingly predictable section style where each of the 14 subs looks exactly like the previous one - no matter where it is in the world- with a succession of tight turns and rock steps laid out almost Indoor fashion. Even the natural hazards in the woods ended up being doctored so that they looked similar to the man-made sections that constituted numbers one, two, three and 14.

On Saturday, following heavy overnight rain, conditions were very slippery and they got worse as the red mud was carried on to the rocks by spinning rear wheels. The sections proved a real test as it was impossible to be inch-perfect as bikes fishtailed all over during acceleration. It certainly favored the guys who ride on instinct rather than the pure technical wizards.

The opener was not much more than a joke actually, consisting of a few rocks dumped by the side of the road, although surprisingly it claimed maximums from popular Spaniard Amos Bilbao and his countryman, reigning European Champion Marcel Justribo. Tarres was also unimpressive with a scrappy two-mark loss.

Lampkin and Colomer cleaned the first three sections before Lampkin was forced to take a 3 up the steep earth banking at the end of section four. And Colomer's clean sheet, the only one remaining, was blotted at the end of the next sub when he lost balance on a slippery downhill and missed a section gate.

The sixth sub, which featured several dodgy vertical rock steps, saw only three riders go clean and these were Tarres, Lampkin and Japanese teenager Kenichi Kuroyama. Kuroyama kept his hot streak going with a brilliant clean on the following hazard which twisted and turned several times on a very steep wooded banking. This section brought both Lampkin and Tarres to a halt, while Colomer kept in touch with a hard-earned 2. For the Lampkin family team of Doug, father Martin and cousin John there was a rare lack of organization as they failed to agree as to what Doug needed for the final climb, and a frustrated Doug Lamkin crashed out, as he rushed the step before his three-minute allowance ran out. "We really screwed that up!" Lampkin agreed later.

He then fived the following long, steep, twisting hazard but no great damage was done here as no one bettered a 3 in the gripless conditions.

Lampkin and Kuroyama then both had a stroke of luck on the ninth when they were both docked five marks for brushing a marker flag. The incidents were witnessed by FIM official Jean Marc Crumiere who later, somewhat controversially, removed the penalties from the results - without the riders having to lodge official protest. Tarres then jumped in with a similar query and subsequently had two marks pulled from his score card. It was a move that would guaranteed trouble all through the following day's action as competitors argued almost every mark dropped in every section in the hope of getting the penalty removed.

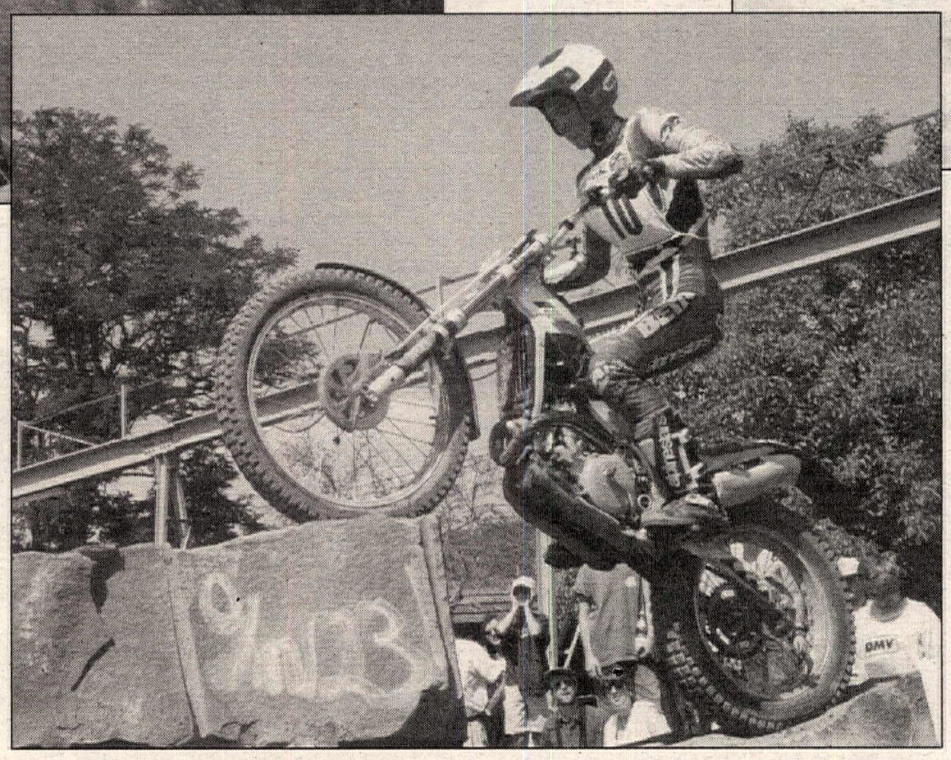
Back to Saturday. The 13th sub was certainly different from the rest as it contained an almost vertical climb up an old quarry face and featured a kind of tree house platform constructed halfway up to catch anyone having to bail out. It turned out to be not as fierce as it first looked but only five cleans were recorded and they were for Tarres, Lampkin, Frenchman Bruno Camozzi, 16-year-old Japanese HRC rider Takahisa Fujinami and rising young German star Andreas Lettenbichler.

At the end of the opening day's play, Lampkin held a narrow lead over Tarres with the score just 16 to 17 with Colomer on 20 being shadowed by the on-form Kuroyama.

Sunday saw conditions dramatically changed as the rain gave way to strong

(Left) Seven-time and reigning World Champion Jordi Tarres piloted a factory Gas Gas to his 60th career win at the German World Trials Round in Grossheubach. (Below) Tough break: England's Doug Lampkin had hoped to cut into series leader Marc Colomer's points lead in Germany. A runner-up finish behind Tarres didn't help much.

(Left) Marc Colomer continues to zero in on his first World Trials Championship. Colomer placed third in Germany to keep the pressure on Lampkin and Tarres. (Right) Joan Pons was sixth. (Below) Kenichi Kuroyama was fourth.



sunshine. By the time the seeded riders started the day's two-lap task at midday the rocks were as dry as a bone.

Scores at the sharp end of the field fell dramatically with the improvement in grip, and Lampkin concentrated beautifully to clean the first eight sections before the observing team at the ninth sub caught him for five again. He was to lose just a further three marks in the tricky 12th section to finish his lap on just eight marks, and this gave him a further buffer over championship leader Colomer, who could not better 12. But Tarres, who had dropped behind the rest of the field to do his own thing, came in to post an incredible five-mark card, comprising single dabs in five separate sections.

The trial had virtually turned into a pure war of nerves as the dry conditions made all the sections passable for the top 10 riders, but the final lap was not quite that simple. Early finishers reported that some of the sections had in fact deteriorated as tree roots and hidden rocks were exposed through the base soil. It certainly introduced an element of hit and miss.

As the top three came in at the rear of the field, Colomer was first to sign off with another loop completed for a dozen marks. Lampkin was next and was disappointed with his score of 18.

"I had a couple of bad bounces and that was it," Lampkin reflected.

The large crowd waited to see what Tarres could come up with - another flawless lap was the answer, just seven marks down and a total winning margin of 13 over Lampkin. The Gas Gas gang were soon in a celebratory mood - even though it looks like their three-year reign as world champions will soon be at an end.

"Sure, I like the trial," Tarres said. "Any trial you win is a good one and yes, my back injury is much better now - it's not a problem. This weekend has been good for me."

Lampkin remained in a bright mood despite having chocked up his fourth runner-up slot of the season.

"The win just won't come," Lampkin said. "I was there today, even though that observer at nine didn't like me, he got me again this lap. But I was riding well, it is not over yet. All I can do is go all-out to win the last two rounds and see what happens to Marc."

Colomer had not enjoyed the best of days but damage limitation was such that Lampkin gained just two marks in the championship chase and a 12-mark lead with just two rounds to go keeps the Spaniard in a strong position.

"I'm still having trouble with my injured knee," said Colomer. "My leg won't flex properly for the big steps so today was a good result for me. Also, the observing was not good here, but this affects many riders and I may have to protest." He didn't.

Kuroyama finished an aggressive fourth, which consolidated that position for him in the championship while Tommi Ahvala had his best ride for a long time on the Fantic. Sixth was his former teammate Joan Pons, who is now regaining his old confidence on the Gas Gas after his midseason switch. This week he got the better of burly Frenchman Bruno Camozzi and Honda rider Fujinami. CN

Grossheubach
Grossheubach, Germany
Results: July 13-14 (Round 8 of 10)

O/A: 1. Jordi Tarres (G-G); 2. Doug Lampkin (Bet); 3. Marc Colomer (Mon); 4. Kenichi Kuroyama (Bet); 5. Tommi Ahvala (Fan); 6. Joan Pons (Fan); 7. Bruno Camozzi (G-G); 8. Takahisa Fujinami (Hon); 9. Steve Colley (G-G); 10. Takumi Narita (Bet); 11. Joachim Hindren (G-G); 12. Donato Miglio (Bet); 13. Diego Bosis (G-G) 14. Tomoyuki Ogawa (Bet); 15. Amos Bilbao (G-G).

WORLD CHAMPIONSHIP OBSERVED TRIALS SERIES POINT STANDINGS (After 8 of 10 rounds): 1. Marc Colomer (144/4 wins); 2. Doug Lampkin (132/2); 3. Jordi Tarres (121/2); 4. Kenichi Kuroyama (92); 5. Bruno Camozzi (84); 6. Amos Bilbao (64); 7. Takahisa Fujinami (57); 8. Tommi Ahvala (48); 9. Graham Jarvis (46); 10. Marcel Justribo (45); 11. Steve Colley (42); 12. Tomoyuki Ogawa (30); 13. Juan Pons (30); 14. Donato Miglio (30); 15. Takumi Narita (23); 16. Joachim Hindren (20); 17. David Cabos (17); 18. Diego Bosis (16); 19. Gabreil Reyes (6); 20. Jose Benitez (1).

Upcoming Rounds:
Round 9 - Czech Republic, July 27-28
Round 10 - Belgium, August 17-18

Briefly...

The big topic in Germany was the presence of top HRC personnel. **Francois Delay**, manager of HRC Europe, who was in charge of the Lejeune/Saunders Rothmans-backed squad back in the mid-'80s, was joined by Japanese HRC trials coordinator **Taneyama-san**. The two made copious notes, made cautious approaches to several riders and said that yes, a World Championship comeback was possible but nothing had been decided. They were on a fact-finding mission. This alone sent shudders through the European trials establishment. HRC is already supporting World Champ-elect Marc Colomer, although Marc's bike sports a Montesa logo, but a full-scale presence would really spark the World Championship. Beta's young Japanese ace Kenichi Kuroyama is a hot tip to head an HRC attack—should it happen, of course.

Montesa, meanwhile, has all but gotten its hands on the 1996 trials championship. If it does succeed, it will be the enthusiastic Spanish firm's second-ever title. The first was taken way back in 1980 by Swedish wild man Ulf Karlson.

Beta-mounted **Kenichi Kuroyama** is riding much better as the season comes to a close. His team made the mistake earlier of encouraging him to go steady, to save marks, but the tactic simply can't work at World level. Since reverting to attacking every hazard, Kenichi's results have rocketed.

Tommi Ahvala had a good result in Germany, amid rumors that the Fantic team is in trouble again. There was no factory support vehicle or personnel present. One of the more optimistic rumors was that all Fantic staff were working on a new bike at the factory.

Amos Bilbao is leading the Spanish Championship after winning the last two rounds, but in Germany his form simply evaporated and he struggled to 15th.

Scorpa factory rider **Graham Jarvis** failed to make the points in Germany after never looking like bossing the sections. His results on the wet Saturday were particularly disappointing as he is normally excellent at finding grip.

The 1997 production **Gas Gas** is not expected to differ too much from this year's version. New, smaller, lighter hubs - as seen on David Cobo's bike - are expected to be introduced, as is a new air-filter arrangement. A slot-in cartridge-type filter is proposed, and the rear fender fastening is to be vastly simplified after much criticism over this year's labor-intensive arrangement.

Round 3: 24 heures de Liege, Belgium

(Left) The 24 hours of Liege gets under way. The three factory teams entered by Honda (3), Suzuki (2) and Kawasaki (11) led the early going, with Suzuki's Doug Polen taking over the lead on the second lap. Polen led for his entire shift.
(Below) The factory Kawasaki team of Bontempi, Coutelle and Morrison (11) had a secure lead by 8 a.m. Sunday morning and would hold it to the end. In second place one lap down was the official Suzuki entry piloted by Polen, Gomez and Bonhuil (2).

Kawasaki again

By Johan Vandekerckhove

LIEGE, BELGIUM, JULY 13-14

After a one-year interruption, when the Mattioli/Mertens/Simeon team took victory on their "home track," Kawasaki once again won the battle in the Belgian Ardens, in the face of stiffer competition than ever. Three manufacturers sent their factory bikes to the third round of the World Endurance championship - Suzuki even had former World Superbike champion Doug Polen fly over to try to take the new GSXR750 to a full points score.

And while the battle between Kawasaki and Suzuki remained exciting right until the end, not even Polen could keep the ultraconsistent Kawasaki team from scoring another victory. Brian Morrison, who joined Piergiorgio Bontempi and Stephane Coutelle in the team's victory march, is now in an excellent position to take the world title - even though the Scotsman will probably not go to Suzuka for the fourth round of the series.

The factory Honda team of Alex Vieira, Christian Lavieille and William Costes led briefly during the race, but a long pit stop dropped them to third and they could not make up the distance on the second-placed factory Suzuki.

The Guignabodet team once again proved to be the best privateers. Fourth place for 39-year-old Brussels resident Michel Simeon was almost as much acclaimed by the 25,000 Belgian spectators as the victory of the factory Kawasaki.

Unfortunately, the event was overshadowed by a fatal accident which claimed the lives of racer Lee Pullan and a Belgian marshal.

The 25th edition of the 24-hour race at Liege got under way only after a 50-minute delay. During the second warmup lap, Frenchman Cuzin's machine lost oil and the organizers decided to delay the start until all the oil was cleared. When the lights were finally put to green, Lavieille and the two other factory teams got away first. On the second lap, Suzuki's Polen took over command and the American would not be passed again during his shift. Honda's Lavieille and Kawasaki's Bontempi followed closely, but were unable to match the blistering lap times of the Texan, who would break the lap record several times during his shifts.

Behind the leading trio, a fierce battle was waged for the honor of the first privateer team. Guignabodet's Simeon showed the way first, then it was Swiss Peter Linden from the Honda-mounted Motosport Cournevien Team.

After three hours of racing, the pace car came out for the first time. A Kawasaki rider had crashed in the exit of the infamous Raidillon corner after the start/finish line. For inexplicable reasons, the ambulance driver who was sent out drove into the gravel pit and got stuck two yards in. Four marshalss tried to push the vehicle back on the track, and when that did not work out, the pace car was called out. Only then could the crashed rider be attended to.

Some 20 minutes later, the battle was resumed - but with all three factory riders now within striking distance of each other. These top three riders blasted around and offered the spectators a superb battle for several hours. For Polen, this was the moment to go even faster and better the lap record again with a 2:29.857 (the former official record being 2:31.037).

After four hours of racing, Polen/Gomez/Bonhuil were leading the way, followed at only some five seconds by the Honda of Vieira/Lavieille/Costes and the Kawasaki of Bontempi/Coutelle/Morrison. Nicotte/Linden/Legaudu were fastest privateers, with Mattioli/Simeon/Guigou in fifth.

Surprise, surprise

Despite the predictable race result, the third round of the world endurance championship was one full of surprises. And it all began with qualifying.

Things started well for Honda during practice when the official team took its first pole in quite some time. And interestingly, the best time was not made by the more experienced endurance specialists Alex Vieira or Christian Lavieille, but by newcomer William Costes, who had competed in the Thunderbike Trophy race during the German Grand Prix at the Nurburgring, just across the Belgian-German border, a couple of days earlier.

Second position on the grid went to the official Suzuki team, which had undergone some drastic changes during the week preceding the event. First of all, Terry Rymer had been called off due to his injuries sustained at the Nurburgring during his guest ride on the Lucky Strike Suzuki for the German Grand Prix. So Doug Polen and Eric Gomez were to be accompanied by Giles Ferstler. But when reserve rider Bruno Bonhuil proved to be faster during practice, it was Bonhuil who would run the race with Polen and Gomez.

The Kawasaki factory team qualified third, but team manager Christian Bourgeois had also had to change his riding staff. Jehan d'Orgeix decided after Sunday morning's warmup that his injuries from a crash at the Thunderbike Trophy race in Assen would not allow him to go flat out all the way; his place was taken by Stephane Coutelle.

The Guignabodet team qualified fourth and was the fastest privateer team. Michel Simeon, 39, notched up the fastest time for the team, which was unable to go faster on the second qualifying day due to cylinder-head problems. In all, 52 teams qualified for the race.

Dutchmen Bosch/Colet/Schildermans had also been involved in that battle, but a crash threw them back to 20th. The Phase One Endurance Team with Edwards/Pullan/Duffus was solidly locked in sixth position.

After night had fallen over the Belgian Ardens, things got a bit less hectic with a couple of the top runners facing slight mechanical difficulties that spread them out somewhat. The official Honda was the first to drop back when Vieira lost some time in the pits with a troublesome chain tensioner and difficulty changing the brake pads. Some time later, Suzuki was in trouble due to a handlebar having come loose. A minor intervention in the pit let the Kawasaki team take a somewhat comfortable lead, gaining one lap over the Suzuki and Honda.

Another three laps behind, Nicotte and Simeon were battling it out for fourth - and first privateer. Phase One Endurance was by then having a ball with the Honda of Amalric/Bertin/Guinand. The RC45 of Guyot/Cazade/Haquin was one of the first top runners to retire - an overheated engine meant the end for them.

Around 1:45 a.m., the leading Kawasaki team ran into trouble for the first time. An unplanned pit stop by Morrison allowed the Honda to take the lead. When the green bike came onto the track again it was only about 30 seconds behind. It wasn't long before the Kawasaki would lead again, because only a few minutes after the Kawasaki rejoined the race, the Honda came in for an unplanned pit stop. Unfortunately, the brake pads would not come off the bike and the entire calipers had to be changed - an operation which took about five minutes.

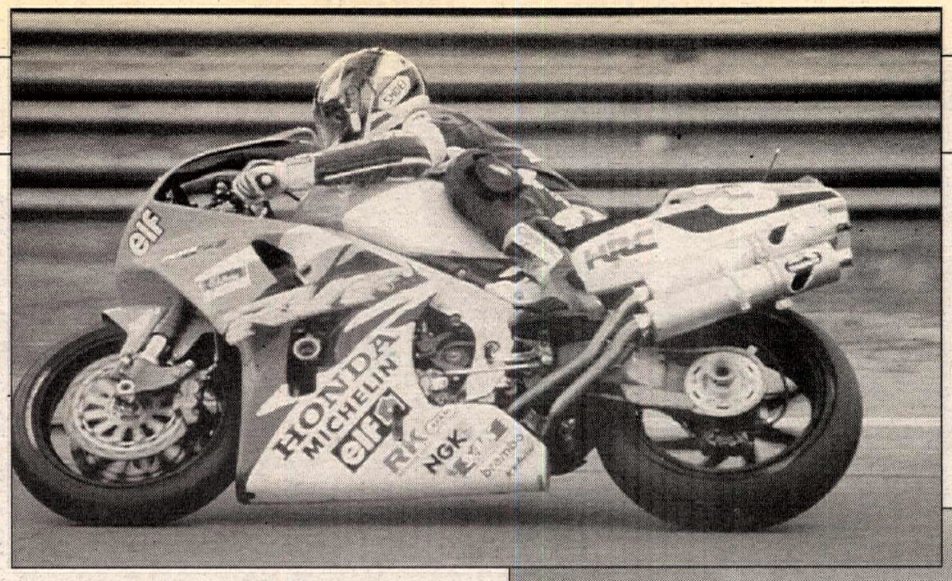
By 8 a.m., the first positions seemed secured - due partially to the fact that some rain had started to fall and that nobody seemed to be keen on taking undue risks. Bontempi maintained a one-lap lead over the Suzuki despite the fast and furious pace set by Polen, while Vieira and his Honda teammates were an additional two laps down. The Honda team of Simeon looked set to finish fourth. After Rachel Nicotte had retired due to an oil leak, they were six laps behind Vieira, but as many laps in front of Edwards/Pullan/Duffus.

Unfortunately, things went very wrong at the back of the circuit around 9:45 on Sunday morning. In one of the fastest corners of the circuit - just before the riders brake to dive into the "bus stop" chicane - a marshal who was crossing the track in order to clear some debris from the surface was hit by Phase One's Pullan. Both men were killed instantly. The race was halted and the pace car was sent out for half an hour.

Four hours before the end, the Kawasaki team seemed to be able to stretch out their lead a bit more. At one moment, they even had a two-lap lead over Polen's Suzuki, while Vieira and his team had now settled into third. Fourth was Simeon, with a 12-lap lead over Amalric/Bertin/Guinand.

Nothing would change in the last hour. At 3:50 on Sunday afternoon, Bontempi took the factory Kawasaki across the finish line in first place. "Not one problem," the Italian said. "During the pit stops, we only had to change rider and tires and we had to fill the bike up. I only had two scary moments. In the beginning of the race, a rider went down just in front of me, and I was very lucky to stay on both wheels. And this morning, during the shower, some water dripped into my helmet via the visor. Fortunately, I was able to complete my turn."

Polen was quite pleased with his first finish in a 24-hour race. "The bike was quite good," the Texan said. "And actually, I was a lot faster than everybody out there. I hope this will show people that when I am on a good bike that I can still go fast. And it might help to get some assistance for my future performances. The hardest was this morning at about 8 o'clock, when I had to do a double relay because I was some three or four seconds faster than the Kawasaki. This was the only way to get closer to them."



(Left) Honda's Vieira, Lavieille and Costes qualified on pole but finished third in the race after encountering difficulty with their brakes.
(Below) Fighting for the honor of top privateer are the team of Amalric, Bertin and Guinand and the Guignabodet team of Mattioli Simeon and Guigou. Guignabodet finished fourth.
(Bottom) Honda's Christian Lavieille celebrates on the rostrum.

The Honda finished third. "Our only problem was that after some 1,000 kilometers we had to change brake pads already," said the team manager. "And we have had to do so four times during the race. The problem is that we received new disks from HRC, which we had not tested before. And they do not seem to make a good match with the pads we have been using."

Michel Simeon finished fourth and was quite happy with that. "We could not have done any better," the diminutive Belgian said. "The bike ran like a Swiss clock. My only problem was the setup of the suspension. During the night hours, my mechanics had set the suspension up according to Jean-Michel Mattioli's wishes. But due to my being a lot lighter than he, I found the bike very tiring to ride. After two exhausting turns, the team put the setup back to the original each time I had to go out. Another problem was the fact that the headlight was not aiming straight forward. I made most of my laps in the slipstream of Rachel Nicotte at night; he showed me the way in the dark." CN

Spa-Francorchamps
Liege, Belgium
Results: July 13-14, 1996 (Round 3 of 5)

1. Piergiorgio Bontempi/Stephane Coutelle/Brian Morrison (Kaw); 2. Doug Polen/Eric Gomez/Bruno Bonhuil (Suz); 3. Alex Vieira/Christian Lavieille/William Costes (Hon); 4. Jean-Michel Mattioli/Michel Simeon/Pascal Guigou (Hon); 5. Michel Amalric/Guy Bertin/Philippe Guinand (Hon); 6. Philippe Monneret/Philippe Thomas/Christophe Mouzin (Yam); 7. Rudi Breitenstein/Jean-Luc Romanens/Michel Nickmans (Yam); 8. Jean-Pierre Schneider/Stephane Gabrieli/Alain Bronec (Yam); 9. Bernard Fourcadet/Philippe Puyo/Jean-Pierre Verite (Hon); 10. Stefan Ambord/Heinz Rohrer/Marcel Ernst (Kaw); 11. Marc Wauters/Werner Daemen/Johan Dewit (Kaw); 12. Bruno Scheiff/Martin Scheiff/Bernd Scheiff (Yam); 13. Francois Snickers/Luc Snickers/Patric Orban (Suz); 14. Werner Graf/Peter Knutti/Stefan Siegenthaler (Kaw); 15. Jeff Skellern/Roger Smith/Dave Smith (Yam); 16. Spriet/Scheerlinck/Fontaine (Suz); 17. Pister/Vankeymeulen/Lambrechts (Suz); 18. Basle/Kerbrat/Cornillet (Kaw); 19. Janssen/Strauch/Schmidt (Suz); 20. Dubus/Bourgeois/Legoff (Kaw); 21. Willems/Ruhroth/Simmes (Hon); 22. Chevalier/Maugeri/Papaux (Yam); 23. Degroote/Dehaes/Jennes (Suz); 24. Debande/Timemrmans/Marchal (Kaw); 25. Loutsch/Binje/Clerc (Kaw); 26. Seefeldt/Muller/Boner (Kaw); 27. Moreel/Kovacs/Bouret (Suz); 28. Devos/Vandijck/Stevens (Yam); 29. Manning-Morton/Juanola/Jaggi (Duc); 30. Robert/Bonvicini/Fuchs (Kaw); 31. Girardot/Giabbani/Lentaigne (Hon); 32. Beltermann/Rothig/Winterbottom (Tri).
Time: 24 hr., 18.830 sec.
Distance: 537 laps, 2319.915 miles.
Average Speed: 96.643 mph.
Margin of Victory: 1 lap.
WORLD ENDURANCE C'SHIP POINT STANDINGS (After 3 of 5 rounds): 1. Brian Morrison (138); 2. Piergiorgio Bontempi (100); 3. Stephane Coutelle (88); 4. (TIE) Michel Simeon/Jean-Michel Mattioli/Pascal Guigou (78); 7. (TIE) William Costes/Christian Lavieille/Alex Vieira (64); 10. Rachel Nicotte (60).

Upcoming Rounds:
Round 4 - Suzuka, Japan, July 28
Round 5 - Bol d'Or, France, September 22

Briefly...

On Sunday morning, 25-year-old British racer **Lee Pullan** was killed in a crash, together with the marshal he ran into. This was another serious blow to the British Phase One team as they had lost Robert Holden a couple of weeks before during the Isle of Man TT.

World Championship Endurance leader **Brian Morrison** will not go to Suzuka for the fourth round of the series. "It is no use to try to score points in Suzuka aboard a private bike," he said. "And as the team of the French Kawasaki importer does not go, I will probably stay at home - unless somebody calls me from Japan. But I do not worry too much. I have quite a comfortable lead in the championship. The title run will be decided at the Bol d'Or in September."

While Peter Goddard had initially been chosen to ride most of the world endurance races for the official Suzuki team, American Doug Polen was drafted after Australian began doing so well in the Australian Superbike championship with his Suzuki. "The Japanese asked me to replace Peter," **Doug Polen** said. The Texan will also race at Suzuka and the Bol d'Or. In the meantime, he is negotiating for next year. "It's very unlikely that I will do the World Superbike championship again next year," he said. "But the Suzuki team I've been entering in the Formula USA races this year might be entered in the official AMA Superbike championship in 1997. We'll see what will happen with my international projects."

Mosier Valley Cycle Park

The three amigos

Bogard kept a smile on Alexander's face all weekend by compiling a total of five motorcycle class championships and 10 moto wins on the yellow machines.

Johnny Marley and his Noleen Yamaha minicycles cranked out the wins in the 80cc (12-13) class. Marley's closest rival was Chase Reed, who piloted a superfast Team Green Kawasaki.

Reed did get a break when Marley went down while trying to do his best imitation of Superman through a difficult rocker section. Though Marley came back as fast as a speeding bullet he was not able to catch Reed, who simply ran away with the moto for the overall win in the Minibike Open (7-16) age division.

Ryan Grantom, who hails from nearby Conroe, Texas, was without a doubt the top small-bore racer of the weekend, stomping his way to an eight-moto sweep of the 50cc (7-8) and Super Pee Wee division and the 60cc (6-8) Stock and Modified classes.

Only Adam Reson could keep sight of Grantom in most of the races, finishing off the weekend second in the 50cc division and fourth in the 60cc class.

Grantom even caught the attention of race promoter Liz Surber. "It seemed like we gave out a big trophy to little Ryan every few minutes during our trophy presentation," she said. CN

(Above) Jacob Martin (9) was the top Intermediate during the Good Times Amateur National at the Mosier Valley Cycle Park in Euless, Texas. Martin went six for six and won three classes.
(Left) Johnny Marley (90) did battle with Chase Reed (155) in the 80cc (12-13) ranks. Marley prevailed for the class win.
(Right) Michael Pritchett topped the 50cc Stock (7-8) division.
(Below) Charley Bogard (145) dominated the Pro racing action. Bogard claimed overall wins in both the 125 and 250cc Expert classes.

By Tony Alessi

EULESS, TX, JULY 6-7

The three amigos from Oklahoma stole the spotlight at this year's GNC-promoted Good Times Amateur National held at the all-new and improved Mosier Valley Cycle Park.

Jacob Martin was the king of the 125cc Intermediate ranks while fellow Oklahoma state residents John Marley and Chase Reed did the deed in the Minicycle ranks.

This year's Good Times event came at perhaps a bad time since a recent track change from the historic Lake Whitney Cycle Ranch to the new Mosier Valley Cycle Park may have left some racers a bit confused and feeling a bit out of place.

But in the end most racers agreed that the new facility and GNC race program was run almost perfectly, with the only real negative being the almost unbearable 100-plus-degree heat, which kept many a racer searching for the closest air-conditioned motorhome.

Team Suzuki's Jacob Martin assignment was crystal clear this weekend, and he followed it like a road map. His job? Win, win and win some more!

When all was said and done Martin racked up an impressive six out of six moto victories en route to a sweep of the 125cc Stock and Modified Intermediate divisions and the always-exciting Schoolboy event.

Martin had company this weekend not from any of his competition but from his boss, Team Suzuki's Pat Alexander.

Martin and his teammate Charley

Mosier Valley Cycle Park
Euless, Texas
Results: July 6-7, 1996

TEENY MINI STK (4-6): 1. Joseph Marburger (LEM); 2. Derek Hicks (KTM); 3. Trey Canard (LEM); 4. Richard White (KTM); 5. Daniel Reese (Yam).

TEENY MINI MOD (4-6): 1. Joseph Marburger (LEM); 2. Derek Hicks (KTM); 3. Trey Canard (Itj); 4. Tyler Fitzpatrick (Yam); 5. Richard White (KTM).

TEENY MINI STOCK (7-8): 1. Michael Pritchett (ACT); 2. Marshall Smith (KTM); 3. Dustin Shows (KTM); 4. Logan Swartz (KTM).

TEENY MINI MOD (7-8): 1. Ryan Grantom (Cob); 2. Adam Reson (Cob); 3. Like Bledsoe (Cob); 4. Ron Reese (Yam); 5. Scotty Wennerstrom (LEM).

S/TEENY MINI (6-9): 1. Ryan Grantom (Cob); 2. Adam Reson (Cob); 3. Luke Bledsoe (Cob); 4. Jerrod Burnap (KTM); 5. Scotty Wennerstrom (LEM).

MINI MINI STK (6-8): 1. Ryan Grantom (Kaw); 2. Nicholas Lyda (Kaw); 3. Scotty Wennerstrom (Kaw); 4. Adam Reson (Kaw); 5. Ron Reese (Kaw).

MINI MINI STK (9-11): 1. Jonathon Kerr (Kaw); 2. Jesse Liggett (Kaw); 3. Shawn Cook (Kaw); 4. Daniel Bucher (Kaw); 5. Matt Lowrimore (Kaw).

MINI MINI MOD (6-8): 1. Ryan Grantom (Kaw); 2. Nicholas Lyda (Kaw); 3. Scott Wennerstrom (Kaw); 4. Adam Reson (Kaw); 5. Justin Taylor (Kaw).

MINI MINI MOD (9-11): 1. Jonathon Kerr (Kaw); 2. Jesse Liggett (Kaw); 3. Daniel Bucher (Kaw); 4. Aaron Canard (Kaw); 5. Matt Moseley (Kaw).

MINI JR BEG (7-11): 1. Jack Hudson (Kaw); 2. Austin Turner (Yam); 3. David Jensen (Hon).

MINI STK (12-13): 1. Johnny Marley (Yam); 2. Chase Reed (Kaw); 3. Adam Mennenga (Kaw); 4. Dusty Fountain (Kaw); 5. Taylor Waits (Yam).

MINI BEG (12-15): 1. Mikel Barnett (Hon); 2. Justin Bates (Kaw).

MINI STK (7-11): 1. James Marshall (Kaw); 2. McFly Scheel (Suz); 3. Joe Bailey (Kaw); 4. Jonaton Kerr (Kaw); 5. Dusty Carpenter (Kaw).

MINI STK (14-16): 1. Beau Boynton (Kaw); 2. Mark Thompson (Hon); 3. Bradley Barham (Kaw); 4. Scott Dietert (Suz); 5. Damon Francois (Suz).

MINI STK (14-16): 1. Beau Boynton (Kaw); 2. Mark Thompson (Hon); 3. Bradley Barham (Kaw); 4. Scott Dietert (Suz); 5. Damon Francois (Suz).

MINI OPEN (7-16): 1. Chase Reed (Kaw); 2. Johnny Marley (Yam); 3. Adam Mennenga (Kaw); 4. Jake Jones (Yam); 5. Beau Boynton (Kaw).

MINI JR MOD (7-11): 1. McFly Scheel (Suz); 2. James Marshall (Kaw); 3. Joe Bailey (Kaw); 4. Bradley Young (Suz); 5. Dusty Carpenter (Kaw).

MINI SR MOD (12-13): 1. Johnny Marley (Yam); 2. Chase Reed (Kaw); 3. Adam Mennenga (Kaw); 4. Dusty Fountain (Kaw); 5. Carlos Pereyra (Kaw).

MINI SR MOD (14-16): 1. Beau Boynton (Kaw); 2. Mark Thompson (Hon); 3. Ryan St. Cyr (Hon); 4. Bradley Barham (Kaw); 5. Jake Jones (Yam).

100 (0-16): 1. Chase Reed (Kaw); 2. Adam Mennenga (Kaw); 3. Beau Boynton (Kaw); 4. Mark Thompson (Hon); 5. Jake Jones (Yam).

125 BEG: 1. Chris Hoddy (Kaw); 2. Oscar San Vicente-Solis (Kaw); 3. Kevin Rix (Yam); 4. Franz Hyland (Kaw); 5. David Duncan (Yam).

125 STK NOV: 1. Bryan Piccirelli (Hon); 2. Cory Young (Suz); 3. Robby McQuary (Yam); 4. Kyle Hand (Yam); 5. Brent Miller (Hon).

125 STK INT: 1. Jacob Martin (Suz); 2. David Widmer (Hon); 3. Brad Cannon (Yam); 4. Nick Metcalf (Suz); 5. R.C. Shafer (Suz).

125 EX: 1. Charley Bogard (Suz); 2. Dave Shade (Suz); 3. Erick Vallejo (Kaw); 4. Caleb Leath (Kaw); 5. Michael Keating (Suz).

125 OPEN: 1. Antonio Villarr (Kaw); 2. Nathan Hale (Kaw); 3. Mike Battaile (Kaw); 4. Moe Alanis (Kaw); 5. Nick Metcalf (Suz).

125 NOV MOD: 1. Heath Frazier (Suz); 2. Bryan Piccirelli (Hon); 3. Jimbo Morton (Kaw); 4. Nathan Hale (Kaw); 5. Cory Young (Suz).

125 INT MOD: 1. Jacob Martin (Suz); 2. Jason Eckhoff (Suz); 3. Travis Young (Suz); 4. Brad Cannon (Yam); 5. Mike Battaile (Kaw).

125 SCHBY (12-15): 1. Jacob Martin (Suz); 2. Nathan Hale (Kaw); 3. Nick Metcalf (Suz); 4. Robby McQuary (Yam); 5. Matt Lineman (Kaw).

250 STK NOV: 1. Robbie Langley (Hon); 2. Cody Sanders (Suz); 3. Dusty Emerson (Yam); 4. Randy Malone (Hon); 5. Shane Slemmons (Suz).

250 STK INT: 1. Donny Jackson (Kaw); 2. Brad Cannon (Yam); 3. Mike Bolivar (Kaw); 4. Travis Young (Suz); 5. Scott Perkins (Hon).

250 EX: 1. Charley Bogard (Suz); 2. Erick Vallejo (Kaw); 3. Dave Shade (Suz); 4. Billy Akers (Kaw); 5. Caleb Leath (Kaw).

250 OPEN: 1. Donny Jackson (Kaw); 2. Brian Bacall (Suz); 3. Jeremy Abney (Yam); 4. Cody Sanders (Suz); 5. Scott Perkins (Hon).

250 BEG: 1. Fran Hyland (Kaw); 2. Greg Corbin (Yam); 3. Monty Valentine (Hon); 4. Ryan Garnet (Hon); 5. Kevin Beard (Yam).

250 NOV MOD: 1. Jimbo Morton (Kaw); 2. Caleb Waller (Kaw); 3. Roy Scheel (Suz); 4. Matt Lineman (Hon); 5. Randy Nerren (Hon).

250 INT MOD: 1. Jason Eckhoff (Suz); 2. Donny Jackson (Kaw); 3. David Widmer (Hon); 4. Mike Boliver (Kaw); 5. Jeremy Abney (Yam).

500 OPEN: 1. Joey Hardin (Kaw); 2. Mike Klement (KTM); 3. Lee Upton (KTM); 4. Joe Carter (Hon).

25+ NOV: 1. Stephen Vines (Suz); 2. Randy Nerren (Hon); 3. Greg Corbin (Yam); 4. Billy Harrison (Hon); 5. Harold Nutter (Hon).

25+ INT: 1. Donnie Fox (Hon); 2. James Skinner (Suz); 3. Joe Carter (Hon); 4. David Chandler (Kaw).

25+ EX: 1. Michael Keating (Suz); 2. Nick Pounds (Kaw); 3. Joe Jordan (Kaw).

30+ NOV: 1. John Morell (Yam); 2. Randy Nerren (Hon); 3. Billy Harrison (Hon); 4. Tom Hudson (Kaw); 5. Kevin Hough (Kaw).

30+ INT: 1. Donnie Fox (Hon); 2. David Lux (Hon); 3. Steven Chappell (Kaw); 4. Steve McCombs (Yam); 5. Shayne Donahoe (Hon).

30+ EX: 1. Joe Jordan (Kaw) 2. Danny Burnap (Kaw); 3. Mike Klement (KTM); 4. John Lynn (KTM).

35+: 1. Joe Jordan (Kaw); 2. Edward Hays (Kaw); 3. Steven Chappell (Kaw); 4. Billy Harrison (Hon); 5. David Bibby (KTM).

40+: 1. Edward Hays (Kaw); 2. Steve McCombs (Yam); 3. Jeff Haney (Hon); 4. David Bibby (KTM); 5. Ray Arnold (Hon).

WMN: 1. Jacki Hudson (Kaw); 2. Heather Howard (Suz); 3. Macee Thompson (Hon).

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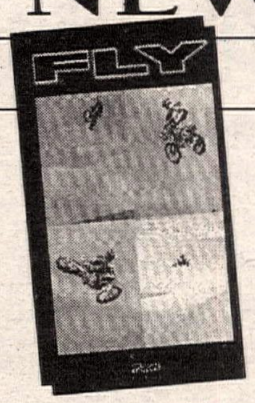

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Dodging a bullet

By George Mood
Photos by Eurotech

CLERMONT, IN, JULY 13

Team Suzuki Endurance captured round six of the WERA National Endurance Series at Indianapolis Raceway Park.

Dave Stanton and Tray Batey rode the team's GSXR1100 Heavyweight Superbike to a three-lap margin of victory over a very exciting second-place battle between San Francisco-based Arclight Racing and TKO Rayce Team Suzuki Too of Bloomington, Indiana. They were separated by a scant 12 seconds at the end of the four-hour event, with both teams on Suzuki GSXR750 Superstock machines. Fourth place went to Louisville, Kentucky's TKO Rayce Team Suzuki (GSXR750), with the Mediumweight Superbike entry of Excel racing taking fifth overall aboard a Yamaha YZF600.

First-lap action saw Stanton just in front of Arclight's Joe Prussiano with the Bell's Suzuki entry in third. Stanton clicked off a series of one-minute, 37-second laps over the 15-turn, 2.5-mile layout. Prussiano ran in the low 1:38 range until they both started to meet backmarkers on the seventh lap. Bell's Suzuki run at the front ended at the 14-minute mark when lead rider Roger Bell crashed in turn 15, the bike resting in the line and bringing out a red flag. The team would make repairs to allow them to finish 14th overall and fourth in class.

The race restarted at the 29-minute mark. This time, Stanton had blasted clear of Joey Gilleland (TKO Too), Prussiano (Arclight), Greg Blackwell (TKO), Brian Lantz (H&H), and Lanny Allen (HP Motor Sports). At the end of the first hour of racing, Team Suzuki had a 49-second lead over Arclight. TKO Too was one lap down and five seconds ahead of H&H and TKO, who came across the line side by side. HP Motorsports had its ZX6 Kawasaki in sixth, 15 seconds ahead of Mediumweight Superstock-class rivals Cycle Speed (Honda F2) and the Triple R Racing (ZX6 Kawasaki) entry. Excel Racing ran ninth overall, 10 seconds ahead of second in class and 10th overall Team Triad II/Tapeworks (Yamaha YZF).

Suzuki's run at the front was not trouble-free. A problem had developed with coolant escaping the catch-can onto Stanton. Stanton frantically signaled the crew to warn them of the problem, and slowed the pace a bit. Stanton pitted at the one-hour, 14-minute mark, well short of the team's usual 70-minute on-track stints. The team had a lengthy pit stop diagnosing the problem, refueling, replacing the rear tire, and changing riders. The tire change was troublesome also. An undersized rear sprocket had been installed on the wheel, and it was not discovered until the team had the new Michelin installed. Another wheel was put in place, and Batey re-entered the track. The long pit stop gave Arclight the lead on the track, with TKO Too just seconds behind. The Suzuki Endurance juggemaut appeared to be on the verge of self-destruction.

Arclight then pitted for a fuel at the 1:22 mark, giving the lead to H&H Racing. This proved to be disastrous for Arclight. Within 30 seconds, the Performance Motorsports Honda blew a motor, oiling the track in the carousel. A red flag was thrown, officially putting Arclight one lap down to H&H. Also losing a lap in the red flag was Semoff Brothers Racing, who had pitted with Arclight while running seventh overall.

Pit activity during the race stoppage was furious. Arclight, H&H, and Triple R were among the Superstock teams that made tire changes. The Team Suzuki Endurance crew swarmed over the bike. The coolant loss was found to be a result of a hole in the radiator. Crew members theorized that a rock was the culprit. The damaged radiator was replaced just in time for Batey to make the warmup lap for the restart at the 1:32 mark.

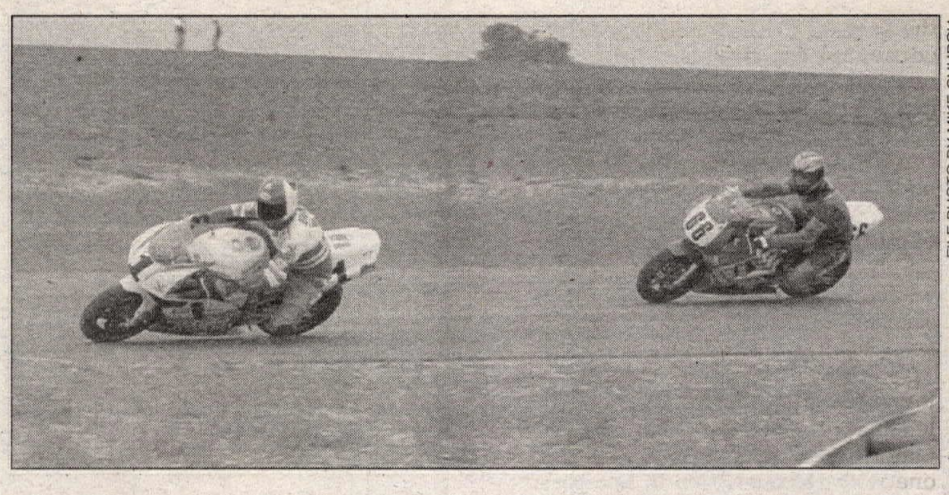
On the restart, Arclight's Chuck Hughes bogged down, almost getting run over by the remainder of the first-wave machines. Hughes ran for two laps before the engine fully cleared out, then charged back to the front. Now on the same lap as everyone else, Batey made a determined effort to put the field behind him. He had a straightaway lead over HP Motorsports, both TKO entries, H&H, Arclight, Triple R, Royale Racing (Honda), and Reswell Racing (Suzuki 1100) within eight laps.

By the end of the second hour, Batey had over a minute lead on the track, but officially one lap ahead, as the hour ended just after Batey crossed the mark. HP Motorsports was eight seconds up on both TKO entries, who were running side by side. One second behind them were H&H and Arclight also running side by side. Triple R, Reswell, Team Triad/Tapeworks (GSXR750 Superbike) and Canton Racing (GSXR750 Superbike) closed out the top 10.

Several teams saw problems develop during the third hour. Royale Racing started to run hot while running 12th overall, eventually retiring during the last hour with a suspected blown head gasket. Reswell Racing ran out of gas, stopping on the track just past the carousel turn and dropping to 27th place. Pit stops and strategy then began to come into play. At 2:32, TKO pitted, refueled, and changed riders in 18 seconds. At 2:33, Arclight pitted, making it in and out in 14 seconds. At 2:36, Ian McKinstray on the H&H bike slowed on the front straight as he ran low on fuel. At 2:41, both Mediumweight Superstock leaders Triple R and HP Motorsports refueled and made rider changes. HP enjoyed more than a minute lead over Triple R while running third overall to Triple R's sixth overall.

At the start of the last hour, Suzuki was one lap up on Arclight, followed by HP, both TKO bikes, Triple R, Excell, Team Ten 40, H&H and Triad/Tapeworks. The last hour was disastrous for both Triple R and HP Motorsports. Mike Reed limped the Triple R bike into the pits with a suspected broken crankshaft. At the 3:33 mark, HP crashed in turn 15; rider Rueben Frankenfield was unhurt, but the team was put out of the race. Arclight and the TKO Teams continued the race in the pits as well as on the track. Arclight was able to gain a few seconds in the pit-stop battle. Woes continued for H&H as the bike ran out of gas on the track with just 12 minutes remaining, dropping the team to 20th overall.

Batey brought Suzuki Endurance across the line for the team's 115th Endurance win; Arclight's Chris Hughes had slowed a bit, conserving the DOT Metzler tires but always maintaining at least a 10-second lead over the TKO Too bike. Hughes later congratulated TKO for a good battle on the track, with Prussiano saying they had worked in practice to find the correct race setup. TKO's Joey Gilieland commented that the team worked all race long on fine-tuning the setup, and said he would have pulled even with Arclight if the race had been 20 minutes longer. CN



FILE PHOTO BY MIKE CHURCH

Team Suzuki Endurance (1) claimed its 115th race win during round six of the WERA National Endurance Series at Indianapolis Raceway Park.

Indianapolis Raceway Park
Clermont, Indiana
Results: July 13, 1996 (Round 6 of 10)

ENDUR O/A: 1. Team Suzuki Endurance (Suz); 2. Arclight Racing (Suz); 3. TKO Rayce Team Suzuki Too (Suz); 4. TKO Rayce Team Suzuki (Suz); 5. Excel Racing (Yam); 6. Cycle Speed Racing (Hon); 7. Team Triad I/Tapeworks (Yam); 8. Team Ten 40 Racing (Hon); 9. Team Fast Forward (Hon); 10. TBA Racing (Suz); 11. SBR (Yam); 12. Team Triad II/Tapeworks (Yam); 13. Free Bud (Duc); 14. Team Bells Suzuki (Suz); 15. Team Orange Yamaha (Yam); 16. Thunder Racing (Kaw); 17. NC Express (Hon); 18. Army of Darkness (Yam); 19. Eagle Racing (Suz); 20. H&H Racing/RK Motorsports (Suz).
Time: 3 hr., 59 min., 20 sec.
Distance: 302.5 miles
Average Speed: 76.68 mph
Margin of victory: 3 laps
WERA NATIONAL ENDURANCE SEIRIES POINTS STANDINGS (After 6 of 10 rounds): 1. Team Suzuki Endurance (547.83 points/6 wins); 2. Arclight Racing (561.9); 3. TKO Rayce Team Suzuki Too (501.62); 4. Triple R Racing (395.95); 5. Cycle Speed Racing (363.5); 6. H&H Racing/RK Motorsports (349.08); 7. Team Ten 40 Racing (339.55); 8. TKO Rayce Team Suzuki (332.07); 9. Team Triad II/Tapeworks (327.97); 10. Royale Racing (321.15); 11. Performance Motorsports Racing (319.54); 12. Excel Racing (309.02); 13. Army of Darkness (299.82); 14. HP Motorsports (296.72); 15. SBR (283.87); 16. Team Bells Suzuki (290.21); 17. Roswell Racing (276.58); 18. Team Triad I/Tapeworks (270.26); 19. Team Fast Forward (Hon); 20. Team Fury (228.23).

Upcoming Rounds:
Round 7 - Mount Meridian, IN, August 8-10
Round 8 - Memphis, TN, September 9-11

WERA National Challenge Series
Round 6: Indianapolis Raceway Park

Batey, Prussiano top WERA sprints

By George Mood

CLERMONT, IN, JULY 11-14

Suzuki-mounted Tray Batey and Joe Prussiano took top honors in the 1100 and 750cc Superstock classes while local great guy Reuben Frankenfield tried unsuccessfully to sweep the Middleweight classes during round six of the WERA National Challenge Series at Indianapolis Raceway Park.

The 125cc GP and Formula One races had weather as a factor in the results, but Sunday's WERA National Challenge Series sprint races during Indy Cycle Jam closed out three days of competitive racing with a turnout of over 600 riders.

Batey took the win in the 1100cc Superstock class, dashing out in front from the start with Prussiano right behind, trailed by Jamie Hackett, Grant Lopez and Brian Lantz. In the first turn Dave Stanton and John Branch tangled with Branch going down and out and Stanton having to work his way back from the back of the field. Batey ran a fast lap of 1:36.6 on lap three before settling into a consistent 1:37.4 pace. Jamie Hacking got by Prussiano on lap one and chased Batey, with Dave Stanton gaining steadily. For the next three laps, Stanton hounded Hacking before passing him on the white flag lap. Hacking tried to get the position back, attempting a repass underneath only to slap into Stanton's fairing with his front brake lever and go over the bars, giving Prussiano a free third-place podium finish. Batey avoided the battles and cruised to a 9.22-second margin of victory to claim the top Suzuki dollars.

On the first lap of the Michelin 750cc Superstock race, Prussiano was third in a pack of seven riders behind Branch III and Grant Lopez and ahead of Stanton, John Jacobi, Brian Bemisderfer and Hacking, all on Suzuki GSXR750s. Branch had faded by lap two, handing the advantage to Prussiano, who managed to overtake Lopez on the fourth lap. Batey, on the charge with 1:37.1 lap times, was in third by lap four after starting from the back of the second wave. Lap six saw him challenging Prussiano at the line, and he hung onto the leader's tail through lap eight then drafted past for the lead as they rounded into lap nine. But Prussiano regained the lead when Batey ran wide in the sixth turn, and Prussiano sailed to the checkered, winning by 3:02 seconds over Hacking and pocketing $500 in Suzuki contingency money.

Mark Reed grabbed the holeshot in 600cc Superstock class, leading for the majority of lap one. Frankenfield emerged from the large pack to pass Reed by the end of the first lap. Then Joey Gilleland got around Frankenfield and Mark Reed. A battle for third among Mike and Mark Reed, Scott Brown, Stoney Landers, and Robert Hutchenson raged right to the end. By midrace Mike Reed found his comfort level and put his head down to finish third ahead of his brother Mark. Landers was disqualified for an equipment violation.

Up front, Frankenfield's home-track advantage was apparent as there was nothing Gilleland could do to put a dent in the leader's position. Frankenfield's victory margin was large, especially considering the ultracompetitive 600cc field.

In 125cc GP action Chris Ulrich had set the fastest practice time before suffering from a Superman complex as he led

the field off the line only to overcook a corner on the first lap. John Ulrich watched and thanked his son as he inherited the lead with Roland Quintero right behind. Joji Takomoto, the previous round's winner, was suffering from a midpack start but rapidly moving up to third on the third lap. Quintero seized an opportunity to slip past John Ulrich on the fourth lap and then held him at bay when rain started coming down on the seventh lap, bringing out the red flag to keep the slick-shod GP bike riders safe.

The sharpest racing of the day was found in Middleweight GP. Frankenfield led from the start with Gilleland and Landers trailing him by the end of lap one with Himmelsbach in hot pursuit. By lap five, Frankenfield who had just one race for rest, Landers and Himmelsbach were drafting down the long front straight. On lap seven, in turn three, Landers fell after bumping tires with Frankenfield while trying to pass him. The resulting crash left Landers with a broken left collarbone and a destroyed Honda, and slowed Frankenfield enough to allow Himmelsbach to start pressuring the leader.

Himmelsbach drafted past for the lead at the finish line on the start of lap nine only to have Frankenfield slip by again. On the last lap, Himmelsbach hung close, and entering the carousel, used his TZ250's cornering speed and quickness to head out of the last turn in the lead. Himmelsbach prevailed, thwarting Frankenfield's bid to become a double winner.

Formula One was run under wet conditions. Grant Lopez watched the previous 750cc Superbike Novices deal with the wet and drag-strip surface to learn the best lines onto and down the slippery drag-strip straightaway. By doing so, Lopez took home the lion's share of the WERA purse and moved himself into a better points position with only four more WERA Nationals left to run. Many riders chose not to grid for this, the last race of the day, and had to contend with the very slippery turn 15, which exits onto an IRP drag strip launch area that is coated with VHT. The compound sprayed on the track is great in the dry but very slippery when wet.

Luke "Skywalker" Yarbrough won both the Factory 600cc Production Novice and the Factory 750cc Production Novice races and looks to be an odds-on favorite for top Novice rider of the year. CN

Indianapolis Raceway Park
Clermont, Indiana
Results: July 13, 1996 (Round 6 of 10)

1100 S/STK: 1. Tray Batey (Suz); 2. Dave Stanton (Suz); 3. Joe Prussiano III (Suz); 4. Grant Lopez (Suz); 5. Brian Lantz (Suz).

MICHELIN 750 S/STK: 1. Joe Prussiano III (Suz); 2. Jamie Hacking (Suz); 3. Grant Lopez (Suz); 4. Dave Stanton (Suz); 5. John Branch III (Suz).

600 S/STK: 1. Reuben Frankenfield (Kaw); 2. Joey Gilleland (Kaw); 3. Mike Reed (Kaw); 4. Mark Reed (Kaw); 5. Robert Hutcherson (Hon).

F-1: 1. Grant Lopez (Suz); 2. Dave Stanton (Suz); 3. John Jacobi (Suz); 4. Dean Hayes (Suz); 5. Josh Hayes (Suz).

M/W GP: 1. William Himmelsbach (Yam); 2. Reuben Frankenfield (Kaw); 3. Joey Gilleland (Kaw); 4. Scott Brown (Kaw); 5. Eric Stephens (Yam).

125 GP: 1. Rolando Quintero (Hon); 2. John Ulrich (Hon); 3. Paul Black (Yam); 4. Joji Tokumoto (Hon); 5. Chris Pyles (Hon).

FACTORY TUNING COMPONENTS 600 PROD NOV: 1. Luke Yarbrough (Hon); 2. Greg White (Kaw); 3. Chris Normand (Hon); 4. Steven Breckenridge (Hon); 5. Cole Regal (Hon).

600 S/BK NOV: 1. Greg White (Kaw); 2. Myron Bell (Hon); 3. Christopher Allen (Hon); 4. William Mrklas (Hon); 5. Brant Schutte (Hon).

FACTORY DYNAMOMETER 750 PROD NOV: 1. Luke Yarbrough (Hon); 2. Greg White (Kaw); 3. Chris Normand (Hon); 4. Cole Regal (Hon); 5. Craig Working (Kaw).

750 S/BK NOV: 1. Roger Bell (Suz); Chet Szymecki (Suz); 3. Brant Schutte (Hon); 4. Mike Wolford (Suz); 5. Troy Montgomery.

Upcoming Rounds:
Round 7 - Mount Meridian, IN, August 8-10
Round 8 - Memphis, TN, September 9-11

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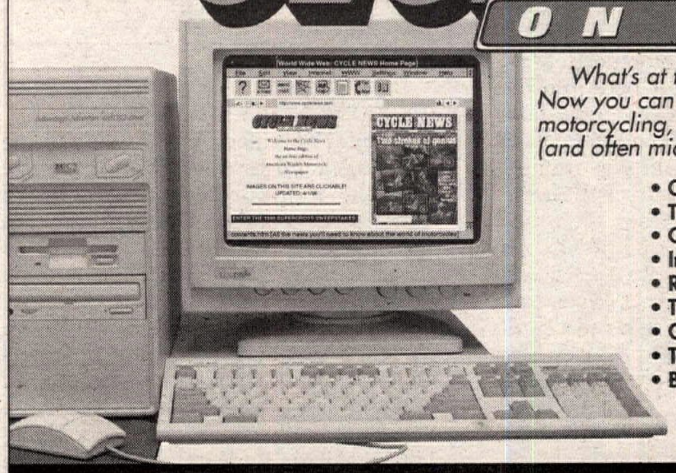

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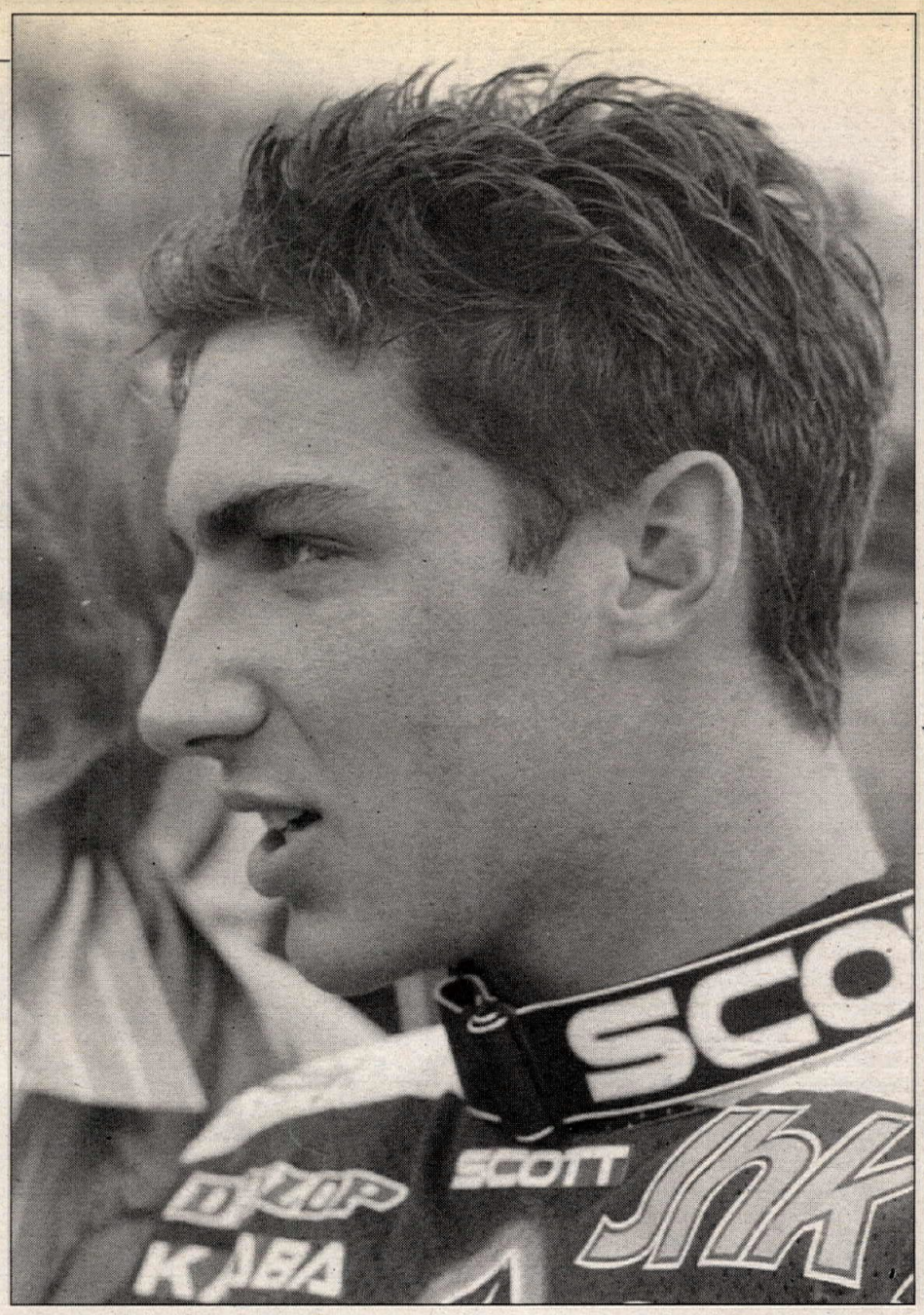
INTERVIEW | Sebastien Tortelli

Young and impressionable



By Alex Hodgkinson

When he clinched the 125cc World MX title at Maribor in Slovenia on July 14, Frenchman Sebastien Tortelli was just 17 years and 329 days old, making him the youngest person ever to win a world motocross title. The previous rider to hold that record was current 250cc World Champion Stefan Everts, who accomplished the feat in 1991 at the age of 18 years and 265 days.

And there's more.

This year, Tortelli broke the previous all-class record for consecutive GP victories when he won his sixth straight Cussac in his native France. Since then he has extended that run to nine and could stretch the streak out to 10 before it's all over. I caught up with Tortelli and his mentors Jacky Vimond, a former 250cc World Champion, and Tortelli's Kawasaki race team manager Jan De Groot just a few days before he clinched the crown.

I believe you go to a rather special school in Paris?

Yes, it's a boarding school for boys who show sporting ability. As far as the lessons are concerned it is perfectly normal with a six-hour day of lessons as well as two hours physical training each day, while the two afternoons which would be devoted to general sports in normal schools are directed to specific training in each pupil's specialized sport. The timetable is also arranged around the sporting commitments, so that, in my case for example I will always have Friday afternoon free when I need to travel.

How many do you have in a class?

I am the only one. Most of the other groups have 17 or 18 pupils, but I am the only one left in my age group in the subjects I study. I am in the final stage before university and there is a choice between three groups of subjects - the humanities, technical studies or the sciences. I am studying the latter - math, physics, biology.

Is this a private school or is it financed by the state?

It is a state-run school. Although it is a school specifically for pupils who show sporting ability, it is also necessary to have good grades. No matter how good you are at sport, you must continue to show good academic ability.

How long have you been at the school?

Three years now.

How were you introduced to this school?

The French federation arranged everything. It was at the time when Jacky Vimond was the trainer of the French team. There were five of us originally, but I am the only one left.

Are your studies important to you?

Yes, very much. I do not want to find myself without any qualifications when I am older. I will continue with my studies until I have the diploma necessary for entering university, then I will take a break from studies. When I have finished to play motocross (*Sebastien used the word "play" in the sense that all sports are "played" - Editor*), then I want to continue my studies to become a chiropractor.

From which region of France do you come?

From Bordeaux in the southwest.

Do you miss not living at home?

It was hard at first. Before I went to Paris, my school was 100 meters (330 feet) from my home. I could go home for my meals and everything. But I have been here for nearly three years now. I know that if I want to be better at my sport, then this is the only way.

When did you first start to ride motorcycles?

When I was four. My father is a farmer and he had a bike to get around the farm. The first bike I rode was his, and

ABOVE AND BEYOND.

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Lima, OH

HONDA OF VAN WERT
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Midland, TX

PASADENA HONDA
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Spokane, WA

SAN DIEGO'S HOUSE OF MOTORCYCLES
San Diego, CA

GOLDEN GATE CYCLES
San Francisco, CA

SAN LUIS HONDA
San Luis Obispo, CA

TULARE HONDA
Tulare, CA

MOTOSPORTS OF UKIAH
Ukiah, CA

APEX SPORTS, INC.
Colorado Springs, CO

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DIAMOND MOTOR SPORTS
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Ocala, FL

HONDA OF DECATUR
Decatur, IN

K & L HONDA
Ft. Wayne, IN

DREYER HONDA
Indianapolis, IN

LAKE CYCLE
Merrillville, IN

THOMPSON'S MOTORSPORTS
Terre Haute, IN

B & E HONDA
Valparaiso, IN

HONDA OF VINCENNES
Vincennes, IN

LAKE CITY HONDA
Warsaw, IN

AL'S HONDA
S. Hutchinson, KS

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Shawnee, KS

TWIN CITY HONDA
Festus, MO

REDLINE SPORTS
Butte, MT

CYCLE CENTER, INC.
Asheboro, NC

LEJEUNE MOTOR COMPANY
Jacksonville, NC

HONDA OF SHELBY
Shelby, NC

HONDA OF WILMINGTON
Wilmington, NC

HONDA OF WINSTON-SALEM
Winston-Salem, NC

OPPEGARD LAWN AND SPORT
Park River, ND

NAULT'S HONDA
Manchester, NH

AMOL MOTORCYCLES
Dumont, NJ

SALEM HONDA
Salem, OR

HONDA OF BEAVERTON
Tigard, OR

STREET TRACK 'N' TRAIL
Conneaut Lake, PA

LEBANON VALLEY HONDA
Jonestown, PA

LANCASTER HONDA
Lancaster, PA

HONDA MOTO SPORTS
Mechanicsburg, PA

WILLIAMSON HONDA
Mill Hall, PA

MONTGOMERYVILLE CYCLE CENTER
Montgomeryville, PA

RUSS MAJORS SALES
Shavertown, PA

GUY'S BIKE SHOP
Mobridge, SD

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TACOMA HONDA
Tacoma, WA

WENATCHEE HONDA
Wenatchee, WA

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Fond Du Lac, WI

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ENGELHART SPORTS CENTER
Madison, WI

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Monroe, WI

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A gray wing assures you that a dealer's parts personnel are experts at helping you decide which Genuine Honda Parts and accessories are perfect for your bike.

Finally, a black wing indicates the same level of dedication and achievement when it comes to sales.

It's not easy becoming a Wing Leader, but it is easy for you to join the ranks of Honda's thousands of satisfied customers: Just look for a Wing Leader dealership near you. Because while we've always been famous for our service, with almost 40 years of practice we've gotten even better.

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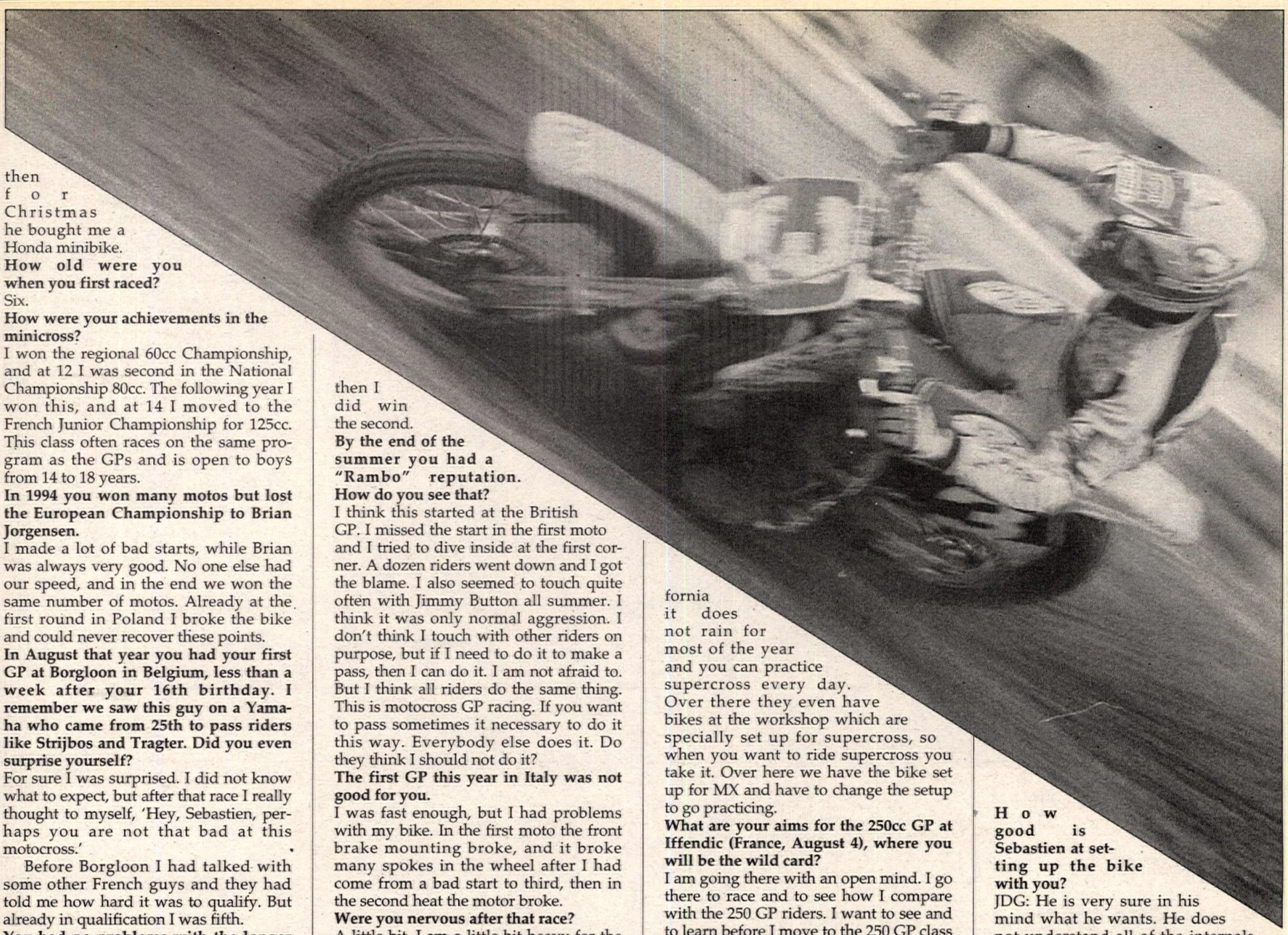


then for Christmas he bought me a Honda minibike.

How old were you when you first raced?

Six.

How were your achievements in the minicross?

I won the regional 60cc Championship, and at 12 I was second in the National Championship 80cc. The following year I won this, and at 14 I moved to the French Junior Championship for 125cc. This class often races on the same program as the GPs and is open to boys from 14 to 18 years.

In 1994 you won many motos but lost the European Championship to Brian Jorgensen.

I made a lot of bad starts, while Brian was always very good. No one else had our speed, and in the end we won the same number of motos. Already at the first round in Poland I broke the bike and could never recover these points.

In August that year you had your first GP at Borgloon in Belgium, less than a week after your 16th birthday. I remember we saw this guy on a Yamaha who came from 25th to pass riders like Strijbos and Tragter. Did you even surprise yourself?

For sure I was surprised. I did not know what to expect, but after that race I really thought to myself, 'Hey, Sebastien, perhaps you are not that bad at this motocross.'

Before Borgloon I had talked with some other French guys and they had told me how hard it was to qualify. But already in qualification I was fifth.

You had no problems with the longer races at GP level?

None at all. The longer the better for me. From my school I have the physical condition. I remember that first GP. The first start. The gate dropped and I didn't move. I froze on the line. So much was going through my head, and I suddenly found myself sitting there all alone with the gate down. I finished eighth, and in the second race fourth.

Did you meet Jan De Groot that weekend?

No, it was in October that we first had contact. Jacky (Vimond) made the first contact on the phone. At first I had expected to stay with Yamaha, but they didn't want to make any concrete proposals, so we looked for alternatives.

How has your relationship developed with Jan?

We have a great sympathy for each other. He is a really nice man, he produces a very nice bike, and he does everything which is possible for his riders. It is a perfect setup. All of his riders know that they can trust him implicitly.

Do you find it easy to communicate what needs to be altered on the bike or what you need?

I have no choice. I must be able to do this because I am the only rider on the team in the 125 class. I tell Jan how I would like the bike and he makes it for me that way. I think our results show that it is working.

You did not score so many points in the early GPs of 1995.

My starts were very bad and I was crashing many times, also. I was trying to do too much too early. But then I settled down. In the middle of the year I was coming into top 10 from bad starts so I had the confidence that I could do well. Argentina was my first good GP last year. I started better and I should've won the first moto, but I crashed, but then I did win the second.

By the end of the summer you had a "Rambo" reputation. How do you see that?

I think this started at the British GP. I missed the start in the first moto and I tried to dive inside at the first corner. A dozen riders went down and I got the blame. I also seemed to touch quite often with Jimmy Button all summer. I think it was only normal aggression. I don't think I touch with other riders on purpose, but if I need to do it to make a pass, then I can do it. I am not afraid to. But I think all riders do the same thing. This is motocross GP racing. If you want to pass sometimes it necessary to do it this way. Everybody else does it. Do they think I should not do it?

The first GP this year in Italy was not good for you.

I was fast enough, but I had problems with my bike. In the first moto the front brake mounting broke, and it broke many spokes in the wheel after I had come from a bad start to third, then in the second heat the motor broke.

Were you nervous after that race?

A little bit. I am a little bit heavy for the 125s and I was wondering if I was too hard on the bike. But everything has gone right since then. My confidence has grown every week, but I try not to think about it. My aim is to ride perfectly all the time and to enjoy it. I believe that if I do that, then the results will come automatically.

At what stage of your career did Jacky Vimond become involved?

Already when I was riding 80cc. He was the trainer of the French federation then.

How often do you see Jacky?

We meet on at least one of the two afternoons during the week when I go training on the bike, and again at the weekend at the GPs. We have a very good relationship and we also go together for jet-ski or snowboard.

How important is Jacky to you?

I think he is very important. He has great experience and he knows me very well after five years together. He helps me a lot on the track with advice on lines. He knows me and I know him.

Has Jacky influenced your riding style?

Sure. Before I was stronger with the bike, not so smooth. I think he has calmed me down. It is only natural that I pick up much of his style.

Although you were winning the European 125cc supercross series last year, you seem to be a better MXer than supercrosser.

I think in the end that will change, but for sure that is true now. You know to be a top supercrosser you need to ride supercross a lot more. After so many years riding MX, I have an instinctive feeling for MX, but supercross is different and I need much more practice at it.

I want to race supercross in America eventually, but to do that you must ride supercross every day. That is not possible here in Europe. You must go to America. Here it rains too often. In California it does not rain for most of the year and you can practice supercross every day. Over there they even have bikes at the workshop which are specially set up for supercross, so when you want to ride supercross you take it. Over here we have the bike set up for MX and have to change the setup to go practicing.

What are your aims for the 250cc GP at Iffendic (France, August 4), where you will be the wild card?

I am going there with an open mind. I go there to race and to see how I compare with the 250 GP riders. I want to see and to learn before I move to the 250 GP class next year. I want to see how much work I need to do in preparation for next year, to see where I must push myself even harder.

Will you stay with Kawasaki next year?

For sure.

And when do you plan to go to America?

I am not setting myself any schedule. I will take everything as it comes. First I want to make good results in Europe. But I will definitely go to America in the end. Just like Jean-Michel Bayle, I have set myself the goal of going there and I will do it.

•••••••

Jacky Vimond and Jan De Groot clearly play an important role in the Sebastien Tortelli success story. We asked them what they think about the new champ.

You first saw Sebastien at Borgloon. What attracted your attention?

JDG: Yes, I saw this rider with a high number and I had no idea who it was, but I saw him moving forward in the first race using many different lines to other riders to make the passes. He went all the way from 25th to eighth. I was looking for him in the second race. He made a reasonable start about eighth or ninth and he moved to fourth, even passing Strijbos. Again he was using wonderful lines, and I thought to myself, "This boy is good." I started asking around and found out that he had been riding the European Championship and that he was under Jacky's wing. I spoke to Jacky, so they knew my interest. Kawasaki France also knew Sebastien from the days when he had ridden 80s and they were interested to get involved. Last year Sebastien was under contract to them, but I did the engine work, this year Sebastien is directly contracted to my team. It is a three-year deal.

How good is Sebastien at setting up the bike with you?

JDG: He is very sure in his mind what he wants. He does not understand all of the internals and how we achieve some of these things, but he knows how he wants the bike to feel and he can communicate this well. We work mainly on what he wants, but we also suggest some ideas for him to try. In the end it is important that he feels comfortable with the setup because he is the one who has to ride it fast.

When did you first see Sebastien ride?

JV: That was back when he was riding 80s. He immediately impressed me because he was so strong and he was clearly not scared of anything. His technique was not so good but he had the speed.

How good is Sebastien now?

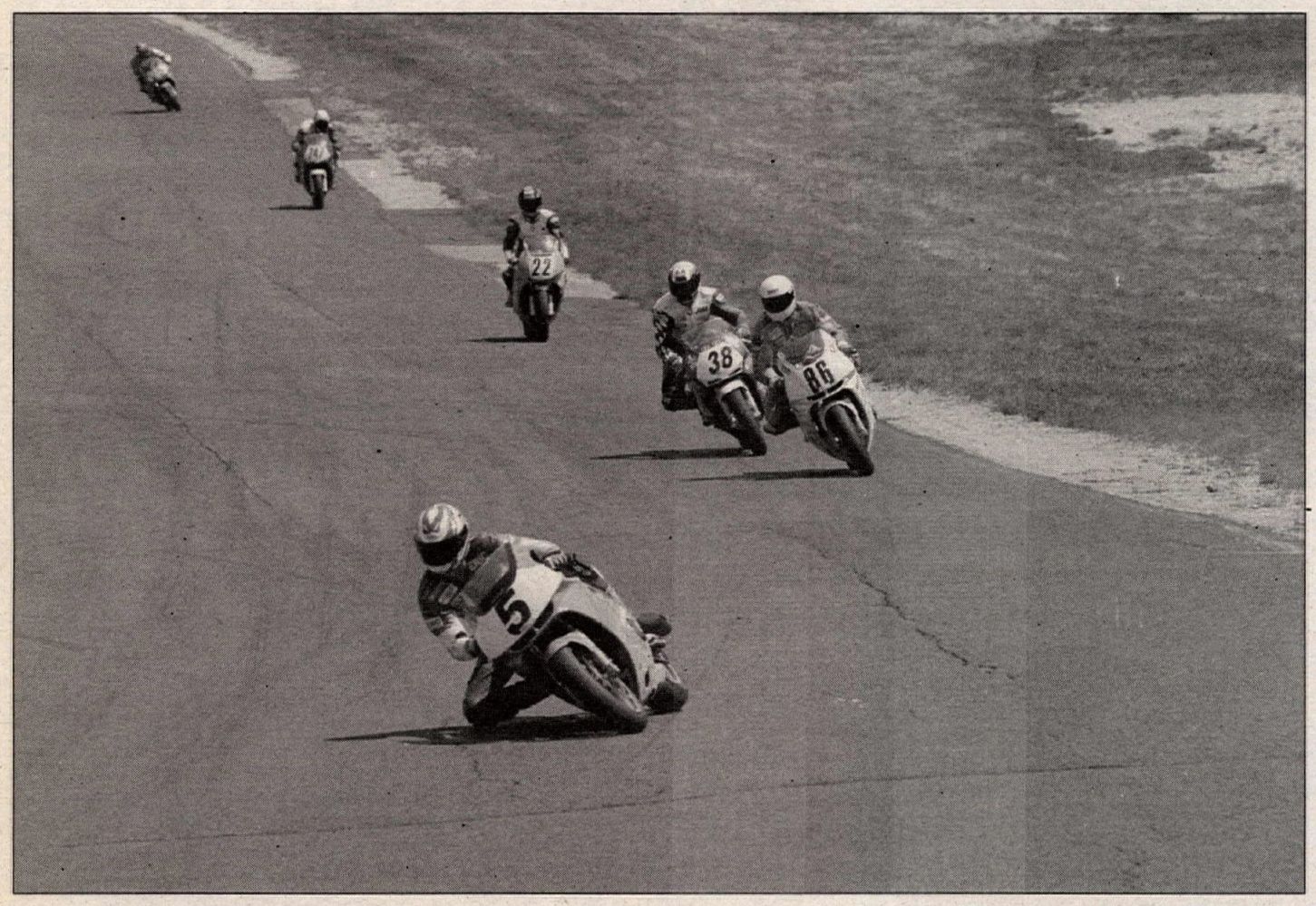
JV: I think he is learning very quickly. He is intelligent, he understands when you explain things to him. And, very important, he knows what is good for him and he wants to do it. He has a very strong desire. He is smart. He listens and evaluates, and he is prepared to work hard, as hard as is necessary to achieve his goals.

At the moment Sebastien is an MXer. Can he become a top supercrosser?

JV: Yes, of course. And for the same reasons. I remember the first year he rode supercross. He was a complete nothing. I promised him that we would work at it and last winter he was really good.

Are his willingness to work to be successful and his commitment the reasons that only Sebastien is left from the five youngsters who went to the boarding school in Paris?

JV: It was too hard for the others, working both at school and riding at such a committed level was just too much. But Sebastien knew that this was the only solution if he wanted to achieve the ultimate success. It is hard, but that only goes to show you how determined he is to win. CN



Eric Wood (5) begins to pull away from the Middleweight Superbike pack en route to one of his four victories during round five of the Loudon Road Race Series. Jeffrey Curtis (86), Jim Lester (38) and Scott Greenwood (22) give chase.

Loudon Road Race Series: Round 5 of 11

The Wood & Alexander show - again

By John Flory

BRIDGEHAMPTON, NY, JULY 6-7

After faltering at the previous round, the Eric Wood/Richard Alexander juggernaut was back on course this weekend at Bridgehampton Race Circuit. Between them the duo won seven of this weekend's 18 Expert races, capping their weekend with a runaway 1-2 finish in Unlimited GP. Wood won all four races he entered, and Alexander won three of four, missing a perfect record only by finishing second to Wood in Unlimited GP. Alexander missed Unlimited Superbike, a race he normally enters, because he had to leave early on Sunday to make a flight to Texas for a Monday test session on Moto-Liberty's SuperTeams bikes. Wood's and Alexander's season goal of winning eight LRRS championships is now a distinct possibility. They either lead or are very close to leading the points standings in eight classes: Unlimited Supersport, Superbike, and GP; Heavyweight Superbike and Supersport; Middleweight Supersport and Superbike; and Solo GTO.

But there are indications that their opposition may put up more resistance in the second half of the season. Charles Small, previously one of the fastest - and wildest - Heavyweight Supersport racers at Bridgehampton, has matured and is coming to grips with the New England Performance ZX7 superbike. He dropped his lap times to 1:41s, nearly a second under his previous best, and nearly caught Wood in Heavyweight Superbike. He also won Unlimited Superbike comfortably and took third in Unlimited GP. Alexander's toughest competition in the Unlimited and Heavyweight Supersport classes is likely to come from Brett Metzger and Eric Gulbransen, who were battling each other so hard in the latter race that they let him get away. The biggest threat to Wood's domination of the Middleweight classes appears to be the steadily improving Jeffrey Curtis, who placed second to Wood in Supersport and Superbike and won GP and Solo GTU. Curtis had a look at passing Wood in Middleweight Superbike when Wood's clutch actuator broke early on. It took Wood several laps to figure out how to ride without a clutch. Once he did, he pulled away and won the race.

Once again the Lightweight classes provided a variety of winners. As expected, Freddy Maruca won Lightweight GP going away despite the muffling necessary to make his Yamaha TZ250, the only two-stroke in the race, meet the strict local noise limits. Patrick Lenahan chased hard on his stroked Yamaha FZR400 but steadily lost ground. That got Lenahan up to speed for Lightweight Superbike, and he simply ran away from Brett Guyer, who in turn built a comfortable lead over the battle for third between Shawn McCormick, Michael Campbell, Jimmy Fassino, Martin Limpert and Michael Vaughan. Vaughan's turn to win came in Lightweight Supersport. His new relaxed attitude toward racing seems to be paying dividends: He quickly dispatched the field and disappeared, as Guyer, Campbell, McCormick and Fassino just could not match his pace. In Lightweight Supertwins, David Podolsky overcame an atrocious second-gear start due to a shifter malfunction to move up from sixth to third by lap three. He was right behind Tom Fournier, but Dan Frisbie had a seemingly bulletproof 4.3-second lead at this point. Suddenly Frisbie was blackflagged from the race for a noise violation. Podolsky passed Fournier two laps later and went on to win easily. CN

Results

U/L S/SPRT EX: 1. Richard Alexander Jr. (Suz); 2. Eric Gulbransen (Suz); 3. Charles Miller (Suz); 4. Seth Hahn (Suz); 5. Rafael Jimenez (Hon).
U/L S/SPRT JR: 1. Adam Mihulka (Hon).
H/W S/SPRT EX: 1. Richard Alexander Jr. (Suz); 2. Brett Metzger (Suz); 3. Eric Gulbransen (Suz); 4. Charles Miller (Suz); 5. Seth Hahn (Suz).
H/W S/SPRT JR: 1. Cesar Loaiza (Hon); 2. Pat Denise (Duc); 3. Rafael Gaton (Kaw); 4. John Hummell (Hon); 5. David Massey (Hon).
H/W S/SPRT AM: 1. John Pugliese (Hon); 2. Dennis Sandrock (Kaw); 3. Michael Wiechowski (Duc); 4. Richard Klosinski (Suz); 5. Luc Joly (Suz).
M/W S/SPRT EX: 1. Eric Wood (Kaw); 2. Jeffrey Curtis (Kaw); 3. Charles Chouinard (Kaw); 4. Scott Greenwood (Hon); 4. Pierce Wrabel (Hon); 5. Michael Calderon (Hon).
M/W S/SPRT JR: 1. Glen Goldman (Hon); 2. Eoin Smith (Hon); 3. Brent Campbell (Hon); 4. Rafael Gaton (Kaw); 5. Gil Schweitzer (Hon).
M/W S/SPRT AM: 1. Halvor Foss (Hon); 2. Julio Zoeiro (Hon); 3. James Lansing (Hon); 4. Edouard Sandoz (Hon); 5. Brian Demma (Hon).
L/W S/SPRT EX: 1. Michael Vaughan (Yam); 2. Michael Campbell (Yam); 3. Brett Guyer (Yam); 4. Shawn McCormick (Yam); 5. Dan Gagliarde Jr. (Yam).
L/W S/SPRT JR: 1. John Gang (Yam); 2. Steve Lischin (Yam); 3. Rodney Helsens (Yam); 4. Charles Nogueras II (Yam); 5. Brian Gregory (Hon).
L/W S/SPRT AM: 1. Matthew Palumbo (Yam); 2. Albert St. Onge (Kaw); 3. Charles Sandoz (Suz); 4. Maurizio Zamboli (Hon); 5. Douglas Highan (Hon).
H/W PROD AM: 1. John Repke (Hon); 2. Kevin Johns (Suz); 3. Liz Wemett (Suz).
M/W PROD AM: 1. John Pugliese (Hon); 2. John Repke (Hon); 3. David Schweitzer (Hon); 4. Liz Wemett (Hon); 5. David Rodriguez (Hon).
L/W PROD AM: 1. Chris Arbor (Kaw); 2. Chad Gasiorek (Hon); 3. Robert Benoit (Suz); 4. Thomas Welch (Kaw); 5. Agostino Dell'Oso (Hon).
U/L S/BK EX: 1. Charles Small Jr. (Kaw); 2. Robert Kessell (Kaw); 3. Rick Maron (Kaw); 4. Rafael Jimenez (Hon).
U/L S/BK JR: 1. Cesar Loaiza (Hon); 2. Gil Schweitzer (Hon); 3. John Williams (Kaw).
H/W S/BK EX: 1. Eric Wood (Kaw); 2. Charles Small Jr. (Kaw); 3. Sean Sweeney (Duc); 4. Ben Denise (Duc); 5. Stephen Sohl (Kaw).
H/W S/BK JR: 1. Pat Denise (Duc).
H/W S/BK AM: 1. Halvor Foss (Hon); 2. Richard Klosinski (Suz); 3. Mike Haile (Kaw); 4. Dennis Sandrock (Kaw); 5. Christopher Godfrey (Suz).
M/W S/BK EX: 1. Eric Wood (Kaw); 2. Jeffrey Curtis (Kaw); 3. Jim Lester (Hon); 4. Scott Greenwood (Hon); 5. Chris Cummings (Kaw).
M/W S/BK JR: 1. Glen Goldman (Hon); 2. Brent Campbell (Hon); 3. Christopher Young (Hon); 4. Enzo Assainte (Hon); 5. Chris Rockwell (Hon).
M/W S/BK AM: 1. Julio Zoeiro (Hon); 2. James Lansing (Hon); 3. Gerhard Lenz (Hon); 4. Edouard Sandoz (Hon); 5. Brian Demma (Hon).
L/W S/BK EX: 1. Patrick Lenahan (Yam); 2. Brett Guyer (Yam); 3. Martin Limpert (Yam); 4. Shawn McCormick (Yam); 5. Michael Campbell (Yam).
L/W S/BK JR: 1. John Gang (Yam); 2. Steve Lischin (Yam); 3. Rodney Helsens (Yam); 4. Brian Gregory (Hon); 5. Charles Nogueras II (Yam).
L/W S/BK AM: 1. Douglas Highan (Hon); 2. Charles Sandoz (Suz); 3. Craig DeRosa (Yam); 4. Kevin Link (Yam); 5. Jason Bender (Yam).
U/L GP EX: 1. Eric Wood (Kaw); 2. Richard Alexander (Suz); 3. Charles Small Jr. (Kaw); 4. Charles Miller (Suz); 5. Robert Kessell (Kaw).
U/L GP JR: 1. Cesar Loaiza (Hon); 2. Benjamin Krygier (Hon); 3. Tony DiMartino (Hon); 4. Gil Schweitzer (Hon); 5. Adam Mihulka (Hon).
M/W GP EX: 1. Jeffrey Curtis (Kaw); 2. Jim Lester (Hon); 3. Scott Greenwood (Hon); 4. Charles Chouinard (Kaw); 5. Rick Maron (Kaw).
M/W GP JR: 1. Glen Goldman (Hon); 2. Eion Smith (Hon); 3. David Massey (Hon); 4. Christopher Young (Hon); 5. Enzo Assainte (Hon).
M/W GP AM: 1. James Lansing (Hon); 2. Rossano Baldassarra (Hon); 3. Eduardo Sandoz (Hon); 4. Brian Demma (Hon); 5. James Giacovelli (Hon).
L/W GP EX: 1. Freddy Maruca (Yam); 2. Patrick Lenahan (Yam); 3. Brett Guyer (Yam); 4. Martin Limpert (Yam); 5. Shawn McCormick (Yam).
L/W GP JR: 1. John Gang (Yam); 2. Charles Nogueras II (Yam).
L/W GP AM: 1. Matthew Palumbo (Yam); 2. Anthony Pagliaroli (Yam); 3. John Marino (Yam); 4. Philip Coplin (Hon); 5. Charles Sandoz (Suz).
SPTSMN EX: 1. Mark Smith (W-R); 2. Michael Curry (Kaw); 3. JohnDahl (Kaw); 4. Jeff Wood (Kaw); 5. Thomas Fournier (Kaw).
SPTSMN JR: 1. John Kabacinski (Kaw).
SPTSMN AM: 1. John Marino (Yam); 2. Kenny Cordova (Hon); 3. Emilio Benros (Hon); 4. Robert Benoit (Suz); 5. Debert Kurmanon (Kaw).
M/W PROD TW EX: 1. Jeff Wood (Kaw); 2. Bob Perkins (Kaw); 3. Daniel Frisbie (Kaw); 4. Buzz Povall (Kaw); 5. Michael Curry (Kaw).
M/W PROD TW JR: 1. Dominick Chirico (Kaw); 2. Ed Nelson (Kaw); 3. Lawrence Trepel (Kaw).
M/W PROD TW AM: 1. Chris Arbor (Kaw); 2. Robert Benoit (Suz); 3. Debert Kurmanon (Kaw); 4. T.J. Hin (Kaw); 5. Thomas Welch (Kaw).
U/L SGL EX: 1. Mark Smith (W-R); 2. Robert Gordon (Yam); 3. Nathan Sanel (Yam).
U/L SGL JR: 1. Stephen Johnson (Hon).
H/W S/TW EX: 1. Sean Sweeney (Duc); 2. Ben Denise (Duc); 3. Paul Giandinoto (Duc); 4. Thomas Fournier (Duc).
H/W S/TW JR: 1. Pat Denise (Duc); 2. Fred Stucky (Duc); 3. Matthew Silva (Duc); 4. Chris Reinhardt (Hon).
H/W S/TW AM: 1. Michael Wiechowski (Duc); 2. Eric Randolph (Duc); 3. Stephen Weiss (Duc); 4. Michael Delage (Duc); 5. Ted Markut (Hon).
L/W S/TW EX: 1. David Podolsky (Duc); 2. Thomas Fournier (Duc); 3. John Aksel (Duc); 4. Timothy Kisieleski (Duc); 5. Kenneth Wickline (Kaw).
L/W S/TW JR: 1. John Kabacinski (Kaw); 2. Russ Dancho (Duc); 3. Brian Gregory (Hon); 4. Dominick Chirico (Kaw); 5. Chris Reinhardt (Hon).
L/W S/TW AM: 1. Nicholas Rockwell (Hon); 2. Leonard Cass (Kaw); 3. Sean Bates (Suz).
SOLO GTO EX: 1. Richard Alexander Jr. (Suz); 2. Seth Hahn (Suz); 3. Ben Denise (Duc); 4. Paul Giandinoto (Duc); 5. Joe Ribeiro (Kaw).
SOLO GTO JR: 1. Fred Stucky (Duc); 2. Pat Denise (Duc).
SOLO GTO AM: 1. Julio Zoeiro (Hon); 2. Robert Donovan (Yam); 3. Michael Wiechowski (Duc); 4. Christopher Godfrey (Suz); 5. Stephen Weiss (Duc).
SOLO GTU EX: 1. Jeffrey Curtis (Kaw); 2. Jim Lester (Hon); 3. Charles Chouinard (Kaw); 4. Rick Maron (Kaw); 5. Peter Kates (Kaw).
SOLO GTU JR: 1. Brent Campbell (Hon); 2. Eoin Smith (Hon); 3. Enzo Assainte (Hon); 4. Tony DiMartino (Hon); 5. John Hummell (Hon).
SOLO GTU AM: 1. Halvor Foss (Hon); 2. Rossano Baldassarra (Hon); 3. Simon Wilson (Yam); 4. James Lansing (Hon); 5. Leon Stathopoulos (Hon).

1996 Chevrolet Pikes Peak International HC

Durelle to the top

Photos by Buché

COLORADO SPRINGS, CO, JULY 4

Davey Durelle and Chuck Lee were the men of the hour on top of Pikes Peak for the 74th running of the "Race to the Clouds." On his fifth attempt in as many years and after finishing second three times, Open Pro-class winner Durelle finally got it right on the Grand Prix-style groomed gravel road that climbs the final 5000 feet to the famous 14,110-foot summit. In the 250cc Pro class, Lee not only took the win, but broke his own class record by shaving over 13 seconds off his 1993 time to record a 13-minute, 5.91-second run to the top.

Durelle's win on his Donahue Harley-Davidson-sponsored Wood-Rotax was short of the record but 17 seconds ahead of three-time winner Brian Anderson on another Wood-Rotax.

Durelle's machine was obviously set up well for the rarefied air as his 94 mph through the long straight at Halfway Picnic Grounds was the fastest of all the two-wheelers. Uphill and 10,000 feet

high, this straightaway is the true test of the machines, but the 156 turns clearly test the riders.

Over 100 motorcycle entrants were divided into six classes for this year's annual affair.

Carrying an AMA Pro-Am sanction, the $15,000 purse was distributed to the two Pro bike classes and a Quad class, while the three Amateur classes raced for huge bronze replicas of Pikes Peak. An exhibition Sidecar class - won by Damon Doherty and passenger - was run for the first time and the masses lining the road cheered their approval.

The Open Pro front row was set with Durelle the fastest, followed by Brian Anderson, Randy Triplett, John Parker and Steve Wilson. Entered, but disappointingly not showing were Ricky Graham and Terry Poovey.

With the crisp snap of Referee Sonny Anderson's starting flag, another of the now legendary jump-free starts sent the first five up the famous road. Anderson hung close to Durrelle for a time, but would eventually fade. Both had to deal with Triplett, who could easily capitalize on any mistake. The three would achieve the summit in the same order as qualifying.

The tightest race went to fifth-place Rick Gunby on a Knight-Rotax when he squeaked ahead of Kenny Perkin's Husky by less than a second.

While the 250cc Pro class does not attract the out-of-state talent that the Open and Quad classes do, the Colorado riders are nonetheless very fast on their native gravel. The four fastest qualifiers were within a second and a half of each other. This would be the race of the day. Although Geoff Cesmat had qualified his Kawasaki on the pole, Chuck Lee's determination would prevail. Lee's Honda CR250 blitzed the hill setting a new record with a time that would have placed him fourth in the Open Pro class. The rest were left to fight for second, and fight they did. Michael Jones came in second on his Honda by less than a tick over Cesmat. Four seconds behind came Chuck Hopper and his Honda with a two-second lead over the first non-Colorado rider, Las Vegas KTM rider Destry Abbott. CN

Results

OPEN PRO: 1. Davey Durelle (W-R); 2. Brian Anderson (W-R); 3. Randy Triplett (W-R); 4. Paul Zinke (W-R); 5. Rick Gunby (Rtx).

250 PRO: 1. Chuck Lee (Hon); 2. Michael Jones (Yam); 3. Geoff Cesmat (Kaw); 4. Charles Hopper (Hon); 5. Destry Abbott (KTM).

OPEN AM: 1. Randy McIntyre (Kaw); 2. Tim Lee (Hon); 3. Larry Kleinschmidt (Kaw); 4. Mickey Alzola (W-R); 5. Tracy Smith (Hon).

250 AM: 1. Greg Tracy (Hon); 2. Mark Filler (Kaw); 3. Mike Schenk (Hon); 4. Kelly Wright (Hon); 5. Mark Erickson (Kaw).

VINT: 1. Scott Dunlavey (Yam); 2. James Sinclair (Yam); 3. Eddie Baldizan (Yam); 4. Steve Doyle (Yam); 5. Bob Milewsky (Tri).

SDCR EXHIB: 1. David Krohn (EML); 2. Ronald Whitaker (Hon); 3. Damon Doherty (Yam).

Hand hauling at Steel City MX

By Julie Kramer

DELMONT, PA, JUNE 30

David Hand took the Over 25 overall after winning two of three motos at Steel City's regional qualifier for Loretta Lynn's Amateur Nationals.

Holeshot master Timmy Coombs was first out of the gate in moto one with Hand and John Lewis in tow. Davey Coombs cut in behind his brother leaving Hand and Lewis to deal with Steve Crowe, who easily captured fourth-place and set his sights on Hand. As Crowe came out of a sharp left-hander he shot into the upper line to take over third. Crowe outjumped Davey Coombs over a set of doubles for second. As Timmy Coombs pulled a comfortable lead, Davey lost third to Hand in a right-hander in the middle of lap two.

A battle for fifth began to heat up between Lewis and Scott McGill. By the beginning of lap three McGill decided to make his move, shooting outside in a left-hander and cutting in for fifth. Lewis regained fifth after McGill crashed at the end of the lap. McGill didn't let the crash stand in his way and promptly got on Lewis' back tire. Before the end of lap four McGill took over fifth over a tabletop and stayed there for the completion of the moto. With only one lap to go, Crowe blasted to the inside in the last of the esses to take over the lead.

Timmy Coombs was again first out of the gate in moto two with Crowe, Hand, and the younger Coombs behind. Crowe suddenly shot outside in a left-hander to take over the lead. Crowe's lead was short-lived, Timmy Coombs doubling a jump Crowe singled to take over. On the following downhill Coombs got a little out of control, allowing Crowe and Hand to get by.

Hand pushed Crowe to the limits and the two riders were halfway through lap two when Hand completed the pass over the uphill doubles. By the end of lap two the front five were secured, with Hand in the lead followed by Crowe, Timmy Coombs, Davey Coombs, and Lewis.

Results

125 A MOD: 1. James Evans (Kaw); 2. Chad Sanner (Kaw); 3. Josh Sweat (Kaw); 4. Charles Dunaway (Kaw); 5. Johnny Onisko (Hon).

250 OPEN A MOD: 1. James Evans (Kaw); 2. Charles Dunaway (Kaw); 3. Josh Sweat (Kaw); 4. Scott McGill (Suz); 5. Jason Harper (Kaw).

125 B MOD: 1. Mark Burkhart (Hon); 2. Karl Scott (Kaw); 3. Christopher Stuila (Suz); 4. Sam Yannitelli (Hon); 5. Shane Shipley (Kaw).

250 B MOD: 1. Mark Burkhart (Hon); 2. Jason Sisler (Suz); 3. Craig Maurer (Kaw); 4. Chad Berkey (Suz); 5. Casey Higgins (Suz).

125 A STK: 1. Charles Dunaway (Kaw); 2. Vincent Karnow (Kaw); 3. Jon Zonin (Suz); 4. Jason Harper (Kaw); 5. Salvatore Gambon (Hon).

125 B STK: 1. Mark Burkhart (Hon); 2. Steven Onisko (Hon); 3. Ryan Gates (Suz); 4. Karl Scott (Kaw); 5. Casey Higgins (Suz).

250 OPEN A STK: 1. Charles Dunaway (Kaw); 2. Vincent Karnow (Kaw); 3. Jon Zonin (Suz); 4. John Lewis (Hon); 5. Jason Harper (Kaw).

250 B STK: 1. Jason Sisler (Suz); 2. Harley McCracken (Suz); 3. Casey Higgins (Suz); 4. Richard Ray (Yam); 5. Craig Maurer (Kaw).

OPEN B/C: 1. Joe Javersack (Hon); 2. Bob Ellison (Hon); 3. Brian Sovak (Hon); 4. Matthew Cempa (Hon); 5. Doug Baros (Hon).

25+: 1. David Hand (Hon); 2. Timmy Coombs (Yam); 3. Steve Crowe (Suz); 4. Scott McGill (Suz); 5. Fred Turian (Suz).

VET A (30+): 1. Thomas Carson (Suz); 2. David Hand (Hon); 3. Timmy Coombs (Yam); 4. Douglas Poe (Kaw); 5. Ken Frankenberry (Hon).

VET B (30+): 1. Ralph Bentley (Yam); 2. Jeff Bellaner (Yam); 3. Dean Woolf (Suz); 4. Joe Javersack (Hon); 5. David Perrin (Hon).

SR (40+): 1. Fred Vertucci (Hon); 2. Ken Frankenberry (Hon); 3. Bart Lucas (Kaw); 4.

John McConnell (Yim); 5. Embert Berkers (Hon).

MSTR (50+): 1. Erv Braun (Suz); 2. Fredrick Lucas (Kaw); 3. Dave Coombs (Yam); 5. Kenneth Brewer (Yam).

(Left) In 250cc Pro racing, Honda-mounted Chuck Lee nailed the win, setting a new class record in the processat the 74th annual Chevrolet Pikes Peak International Hillclimb.
(Below) Dirt tracker Davey Durelle qualified fastest then took the win in the Open Pro class.

Schwartz shines at Paso Robles Speedway

By M. Sober

PASO ROBLES, CA, JULY 6

Speedway motorcycles returned to Paso Robles after a one-year absence, and two-time National Speedway Champion Bobby "Boogaloo" Schwartz made the most of the opportunity, taking the Scratch main-event win in front of more than 4000 enthusiastic race fans at the Mid-State Fairgrounds.

Schwartz lined up on the pole with the recently unretired Phil Collins to his right. Next to Phil was Gary Hicks, who won this same event in 1994. Gary Ackroyd was stationed in lane four and last chance qualifier Steve Lucero was against the wall. Lucero got off the mark as if he had been shot from a cannon, but it worked against him as he had too much speed in the first turn and went wide to avoid disaster. Meanwhile, Boogaloo got a good, controlled gate and led the rest of the field around the first turn and into the back straight. Schwartz was setting a fast pace in front of Hicks and Ackroyd. Hicks made several attempts to get around on the heavily blued surface, but ended up pulling off line with a mysterious case of fried confidence. Collins made a bid for the win on the last set of turns but came up short, and the win stayed in Schwartz's pocket. Lucero recovered from his poor start to garner third, and fourth went to Ackroyd.

The Handicap main was a wild affair with Jesse Finch getting the initial lead from his 30-yard starting spot. No less than six riders were stationed on the 40, with Shawn McConnell the first away at the start. McConnell hounded Finch and eventually took over the lead on lap three. John Aden and Andy Northrup also worked their way inside of Finch, and one lap later they assumed the front two spots, pushing McConnell back to fourth place in the process. Once Aden got the lead he ran unhindered to the checkered flag. Northrup turned in a good ride for second, Finch held onto third and McConnell maintained the fourth spot.

Results

SCR: 1. Bobby Schwartz (Wes); 2. Phil Collins (GM); 3. Steve Lucero (Gdn); 4. Gary Ackroyd (Wes); 5. Gary Hicks (Wes).

HDCP: 1. John Aden (Jaw); 2. Andy Northrup (Wes); 3. Jesse Fiiicli (Wes); 4. Shawn McConnell (Gdn); 5. Robert Pfetzing (Wes).

Bell rings up victory at Putnam Park Road Race

By Bob Schultz

PUTNAM PARK, IN, JULY 6-7

First-year novice Roger Bell won three of four races at Putnam Park in convincing fashion, causing a small controversy on the way.

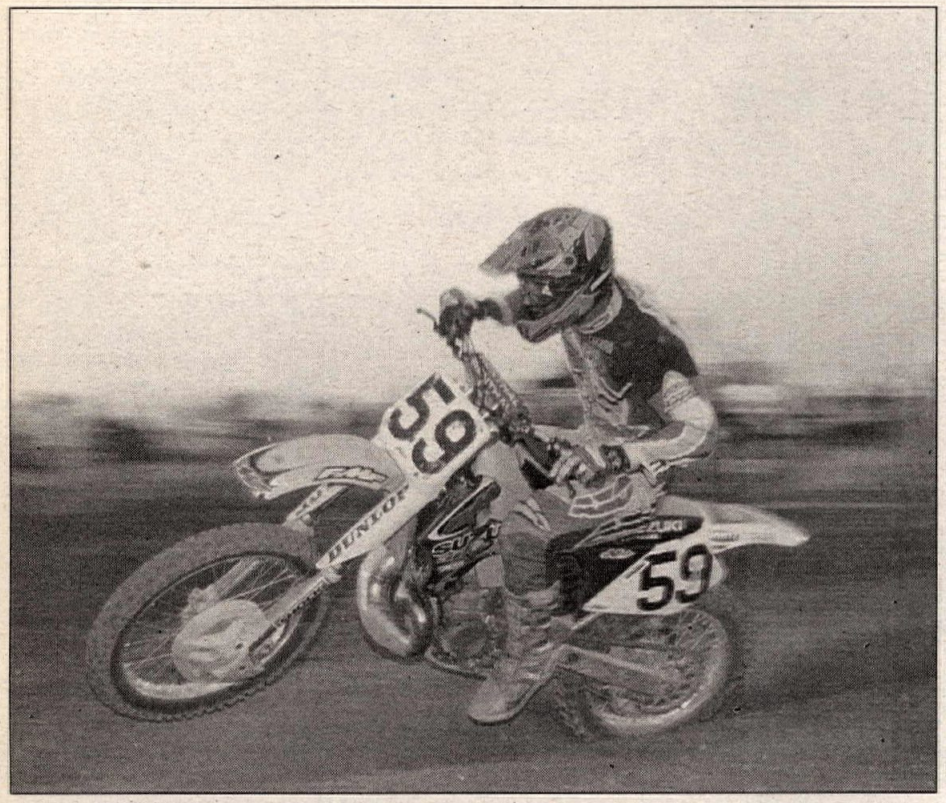
Bell began by winning the Heavyweight Solo combined race. He quickly outdistanced the other novices, working his way up to the experts. When leader Jeff Kramer crashed and Ray Yoder pulled out, Bell ran lap times in the 1:16 range for an uncontested victory.

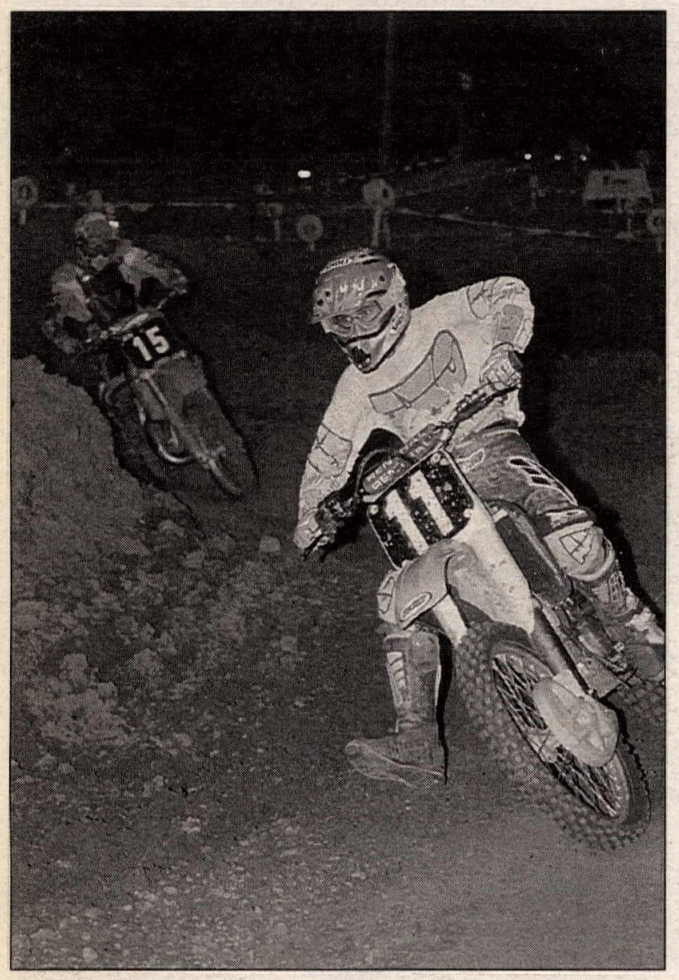
Sunday started badly for Bell. On the warmup lap of the Production B race, a screw broke, causing the brake pads to fall out of his left caliper. Bell coasted to a stop.

On his backup bike Bell gridded at the front of the second wave for the combined Expert and Novice Formula One race. Lanny Allen led the experts into turn one. On lap four, Bell passed second-placed Andy Coldwell. On lap six he found his way around Allen but was unable to make the pass stick. Bell would continue to look for a way around Allen but would finish in second.

In the Superbike Expert and Novice race, Ray Yoder led Billy Eisenacher and Rueben Frankenfield into turn one. Eisenacher closed the gap on Yoder by lap three. Patrick Ludwig, who was sixth into turn one on the start, was now battling with Frankenfield for third. Bell was closing a little each lap on the leading four. Eisenacher was able to get by Yoder on the fourth lap, and Ludwig made it around Frankenfield.

Eisenacher began to stretch his lead on Yoder as Ludwig began to catch Yoder. As Eisenacher slowly opened the gap a little more, Ludwig caught Yoder, the two going down the front straight with half a bike length between them. On the sixth lap, Ludwigs' bike got loose on the exit of turn eight, giving Yoder a slight advan-





(Above) Michael Brandes swept the 250cc Pro class at Antelope Valley Fairgrounds in Lancaster, California. (Left) Winner Troy Neal (15) trails second-place finisher Jose Godinez (11) in the 125cc Beginner race during round five of the Super Six contingency series held at Starwest Motocross Park in Perris, California.

tage. Ludwig got right back on the gas, but there wasn't enough time as Eisenacher won, with Yoder second and Ludwig a wheel length behind in third. Frankenfield and Bell, with several people now questioning his Novice status, rounded out the top five.

Results

M/W SOLO EX: 1. Rueben Frankenfield (Kaw); 2. Jeff Kramer (Hon); 3. Robert Richards (Yam); 4. Bill Brownsberger (Hon); 5. Jim Vancil (Hon).

VINT-1: 1. Rixon Breckon (Hon); 2. Harold Page (Hon); 3. W. Royce Eaton (Duc); 4. Brian St. Bernard (Yam); 5. Thomas Bentley (Yam).

VINT-4: 1. Tim Barker (Hon); 2. Richard Oldawkowski (Yam); 3. Steve Haesemeyer (Yam); 4. Kevin Gleason (Yam); 5. Todd Hennessy Jr. (Yam).

M/W SOLO NOV: 1. Ronnie Grantham; 2. Brian Schutte (Hon); 3. Shawn McInerny (Hon); 4. Chad Feltner (Hon); 5. Scott Darling (Hon).

VINT-2: 1. Rixon Breckon (Hon); 2. Harold Page (Hon); 3. David P. Matthews (BSA); 4. Ted Hubbard (BSA); 5. Royce Eaton (Hon).

VINT-5: 1. Tim Barker (Hon); 2. Todd Patton (Hon); 3. Paul Morris; 4. Hans Rasmussen (Kaw); 5. John Stauber (Kaw).

H/W SOLO EX: 1. Andy Coldwell (Hon); 2. Mark Oldham (Suz); 3. Darren Lundsford (Suz); 4. Troy Butts (Kaw).

H/W SOLO NOV: 1. Roger Bell (Suz); 2. S. Aaron Pieratt (Suz); 3. Greg D. Stollsteiner (Kaw); 4. Ronnie Grantham; 5. Patrick Whitney (Suz).

VINT-6: 1. Phillip Johnson (Hon); 2. Ward Cook (Suz); 3. Hans Peter Rasmussen (Kaw); 4. Daniel Clark (Hon); 5. Brent Bieber (Suz).

VINT-3: 1. Richard Oldakowski (Yam); 2. Hugh Wade (Tri); 3. Steve Haesemeyer (Yam); 4. James Coe; 5. David Matthews (BSA).

L/W SOLO: 1. Patrick Mullen (Yam); 2. Douglas Blish (Yam); 3. Charlie Fuller (Yam); 4. Andy Birko (Yam); 5. Rodney Lucketti (Yam).

S/STK A: 1. Patrick Ludwig (Yam); 2. Mark Oldham (Suz); 3. Darren Lundsford (Suz).

S/BK EX D: 1. Richard Breeding (Yam); 2. Mark Sweeny (Yam); 3. Pat Mullin; 4. Todd Snider (Yam); 5. Rodney Lucketti.

S/BK NOV D: 1. Andy Birko (Yam); 2. Chris Sercer (Yam); 3. Darcy Parks (Yam); 4. Glenn Iski; 5. Douglas Ballard (Yam).

S/STK C: 1. Rueben Frankenfield (Kaw); 2. Lanny Allen (Kaw); 3. Billy Eisenacher (Yam); 4. Jim Vancil (Hon); 5. Bill Brownsberger (Hon).

PROD NOV C: 1. Chad Feltner (Hon); 2. Shawn McInernay (Hon); 3. James Van Gieson (Hon); 4. Donalad Crayne (Hon); 5. John Thrash (Hon).

CLBMN EX: 1. Paul Morris; 2. Andy Coldwell (Rtx); 3. Ramon Sandez (KTM); 4. Charles Beaven (Suz); 5. Jay McMackin (Suz).

CLBMN NOV: 1. Terry Abbott; 2. Todd Hennessy Jr. (Hon); 3. Richard Koenig (Yam); 4. Keith Lewis (Yam); 5. Gary James (Kaw).

S/STK B: 1. Billy Eisenacher (Yam); 2. Ray Yoder (Yam); 3. Rueben Frankenfield (Kaw); 4. Patrick Ludwig (Yam); 5. Mark Oldham (Suz).

125 GP: 1. David Antler (Yam); 2. Ken Thornhill (Hon).

PROD B: 1. Patrick Whitney (Suz); 2. Shawn McInerny (Hon); 3. Ty Sovern (Suz); 4. John Thrash (Hon); 5. Brain Healea (Hon).

F-2 EX: 1. Mark Cook (Hon); 2. Mark Sweeny (Yam); 3. Todd Snyder (Yam); 4. Robert DiCello (Yam); 5. Charlie Fuller (Yam).

F-2 NOV: 1. Andy Birko (Yam); 2. Chris Sercer (Yam); 3. Darcy Parks (Yam); 4. Terry Abbott (Hon); 5. Craig Adams (Hon).

S/BK EX: 1. Rueben Frankenfield (Kaw); 2. Billy Eisenacher (Yam); 3. Jim Vancil (Hon); 4. Bill Brownberger (Hon); 5. Lanny Allen (Kaw).

F-1 EX: 1. Lanny Allen (Suz); 2. Andy Coldwell (Hon); 3. Robert Richards (Yam); 4. David Antler (Yam).

F-1 NOV: 1. Roger Bell (Suz); 2. Patrick Whitney (Suz); 3. B. Schutte (Hon); 4. Ty Sovern (Suz); 5. S. Aaron Pieratt (Suz).

U/L TW EX: 1. Dean Ver Plank (Duc); 2. Jonathan Hord (Duc); 3. Tim Barker (Duc); 4. Harold Wilson (Kaw); 5. Tracy Doyle (Hon).

U/L TW NOV: 1. Craig Adams (Hon); 2. Terry Abbott (Hon); 3. Todd Hennessy (Yam); 4. Pete Lamb (Duc); 5. Kirk Maxfield (Hon).

S/BK EX B: 1. Billy Eisenacher (Yam); 2. Ray Yoder (Yam); 3. Patrick Ludwig (Yam); 4. Rueben Frankenfield (Kaw); 5. Derek Mortland (Yam).

S/BK NOV B: 1. Roger Bell (Suz); 2. S. Aaron Pieratt (Suz); 3. Greg Stollsteiner (Kaw); 4. Christopher Allen (Yam); 5. Patrick Whitney (Suz).

Brandes bounds to Antelope Valley Supercross win

By Greg Robertson

LANCASTER, CA, JULY 12

With nearly $5000 in 125cc and 250cc Pro purse money up for grabs, many of Southern California's top Pro riders converged on the Antelope Valley Fairgrounds for round two of Full Blown Promotion's Hot Supercross Nights Series, at which Michael Brandes swept the 250cc Pro class and Jeff Willoh took the 125cc Pro honors.

Travis Preston grabbed the holeshot in the first 250cc Pro moto over Team Chapparal's Brandes, Team Noleen/Yamaha rider Kyle Lewis, Honda-mounted Donald Upton and Honda of Troy's Casey Lytle. Brandes passed Preston on the opening lap and would quickly establish a four-second lead. Lewis was all over Preston for a couple of laps before blowing past him in a long series of small whoops. Lewis spent the next four laps chipping away at Brandes' lead until he was close enough to reach out and touch him with the white flag waving. Lewis bobbled slightly approaching the grandstand triple jump on the last lap and wasn't able to get a clean shot, giving Brandes just enough breathing room to win the moto. Travis outran Upton to finish third, with Lytle holding off teammate Willoh for fifth.

Justin Tiearney nailed the second-moto start ahead of D.J. Sweany, Willoh and Brandes. Upton was buried in eighth with Lewis in ninth. Tiearney and Sweany both went down on lap one, handing Willoh the lead with Brandes in hot pursuit. Brandes spent the first half of the moto eating Willoh's roost before stuffing him in a turn to gain control. Meanwhile, Lewis and Upton had worked up through traffic together and were now pressuring Willoh. Lewis blocked Willoh in a turn to move into second and once again try to run down the fleeing Brandes. Lewis caught Brandes at the white flag, but Brandes was up to the challenge and came out on top of an intense last-lap battle for the win. Upton put a last-lap move on Willoh to secure third overall.

Results

P/W BEG: 1. Bruce Rutherford (KTM); 2. Timmy Ritzler (KTM); 3. Nicholas Sanchez; 4. Mike Corvelli (KTM); 5. Brennan McGinnis (Yam).

P/W (0-6): 1. A.J. Schahrer (Yam); 2. Shawn Butler (Yam); 3. Shana Rinehart (Yam).

P/W (7-9): 1. Wes Hicks (Yam).

S/STK (0-6): 1. Tanner Langham (KTM); 2. Brian Starback (KTM); 3. Tylor Hemme (LEM).

S/STK (7-9): 1. Ricky Hemme (LEM); 2. Chad Cole (LEM); 3. Charles Messer; 4. Jimmy Keating.

P/W MOD: 1. Ricky Hemme (LEM); 2. Garrett Metcalf (Yam).

60 BEG: 1. Mitchell Alsobrook (Kaw); 2. Scott Stamback (Kaw); 3. Cody Sanderfer (Kaw); 4. Wes Hicks (Kaw).

60 (0-8): 1. Edward Herring (Kaw).

60 (9-11): 1. Ricky Hemme (Kaw).

80 BEG: 1. Deuce Rutlege (Kaw); 2. Blake Margheim (Yam); 3. Andy Pierce (Yam); 4. Cory Baldwin (Kaw); 5. Jost Street (Yam).

80 (0-11): 1. Gerard Patin (Yam); 2. Michael Parker.

80 (12-13): 1. J.R. Terry (Yam); 2. Chris Barrett (Hon); 3. Chris Elliott (Yam).

125 BEG D-1: 1. Justin Bonanno (Kaw); 2. Fred Steele (Hon); 3. Josh Hall (Yam); 4. Garrett Stines (KTM); 5. Mark Murray (Kaw).

125 BEG D-2: 1. Gary Rios (Suz); 2. Chris Torres (Kaw); 3. Shawn Freedman (Kaw); 4. Bobby Hubbardi (Yam); 5. Travis Cerni (Kaw).

125 NOV: 1. Travis Smith (Kaw); 2. Mike Wilson (Kaw); 3. Art Salazar (Yam).

125 INT: 1. Brian Sweany (Hon): 2. Doug Parsons (Suz); 3. Adam Pierce (Kaw); 4. Andrew Labrador (Hon); 5. George La Monte (Suz).

125 PRO: 1. Jeff Willoh (Hon); 2. Micheal Brandes (Suz); 3. Don Upton (Hon); 4. Travis Preston (Suz); 5. D.J. Sweany (Hon).

250 BEG: 1. Rich Rungaitis (Suz); 2. Rick Nolte (Suz); 3. Arturo Galeaze (Suz); 4. William Fillinger (Hon); 5. Jamey Collins (Yam).

250 NOV: 1. Cameron Steele (Hon); 2. Larry Cuise (Hon); 3. David Hopfe (Hon).

250 INT: 1. Brian Sweany (Hon).

250 PRO: 1. Michael Brandes (Suz); 2. Kyle Lewis (Yam); 3. Donald Upton (Hon); 4. Jeff Willoh (Hon); 5. Casey Lytle (Hon).

500 BEG: 1. Brian Tubbert (Hon); 2. Kim Lord (Hon).

500 NOV: 1. Greg Garcia (KTM).

VET BEG: 1. Michael Barrett (Hon); 2. Kurt Guske (Hon).

VET NOV: 1. R.K. Field (Suz).

VET INT: 1. Jerry Hensley (Suz); 2. Jerry Asher (Hon).

VET EX: 1. Brian Manley (Yam); 2. Jon Zahrt (Yam); 3. Eric Casas (Yam).

JR VET BEG: 1. Jon Crovetti (Hon); 2. Mike Embry (Yam); 3. Dan Fisher (Hon); 4. Thomas Echart (Hon); 5. Larry Covelli (Hon).

JR VET NOV: 1. Bill Potts (Suz); 2. Bryan Sudbery (Hon); 3. Dallas Coulter (Kaw).

SR BEG: 1. Rick Parks.

SR NOV: 1. David Burson (Kaw).

Danylo styles at Starwest MX

By Tony Alessi

PERRIS, CA, JUNE 29

Randy Danylo posted the overall win in the combined Veteran class during round five of the Super Six contingency series held at Starwest Motocross Park.

Danylo's air presentation included nac-nacs, heel-clickers and one-handed leaps, all of which were very entertaining to the crowd during the first combined Vet-class race.

In the end, however, the air escapades led to Danylo's downfall when Jerry Hensley stalked and passed Danylo late in the moto for the win.

Danylo was disappointed but vowed to make a more serious run in the all-important second moto. Danylo came back to lead the second moto and still had time for an occasional nac-nac or two en route to the overall victory.

Hensley made a last-ditch attempt to take the lead on the last lap of the race, but failed and fell off two turns from the finish.

Danylo collected $100 in Super Six contingency money, while Hensley scored second and Mike Dunlap recorded a pair of thirds for third overall.

Ryan Vanderveen recorded his first 125cc Intermediate-class win with a solid pair of moto victories. Vanderveen topped Andreu Labrador and Wes Carey in the night's overall finishes.

Results

STRTR (4-6): 1. Brian Yound (LEM); 2. Mark Bailey (LEM); 3. Clayton Marillo (LEM); 4. Jake Canada (LEM); 5. Chad Melton (Yam).

STK BEG (4-6): 1. Garry Miller (LEM); 2. Anthony Young (LEM); 3. Anthony Sanabria (KTM); 4. Clayton Pratt (KTM); 5. Steven Cerda (KTM).

STK BEG (7-8): 1. Colton James (KTM); 2. Jonathan Aramo (KTM); 3. Gerald Rodriguez (KTM); 4. J.D. Mendell (KTM); 5. Daniel Moore (LEM).

STK A: 1. Brandon MIlion (LEM); 2. Chase Takacs (KTM); 3. Chad Gores (LEM).

STK B: 1. Kalin Goodsite (KTM); 2. Bruce Rutherford (KTM); 3. Tommy Trarbaugh (KTM); 4. Kameron Scott (KTM).

MOD BEG (4-6): 1. Jake Hulett (KTM); 2. Steven Cerda (KTM).

MOD BEG (7-8): 1. Michael Yardley (LEM).

MOD A: 1. Cody Bradbury (LEM); 2. Chad Gores (KTM); 3. Brandon Million (LEM).

MOD B: 1. Mike Meade (LEM); 2. Kalin Goodsite (KTM); 3. Kameron Scott (LEM); 4. B.J. Bohrer (KTM); 5. Mikal Overman (KTM).

S/P/W (6-9): 1. Cody Bradbury (LEM); 2. Mike Meade (LEM).

50 STK: 1. Chase Takacs (KTM); 2. Bruce Rutherford (KTM); 3. Brandon Million (LEM); 4. Gerald Rodriquez (KTM); 5. Jake Hulett (KTM).

50 MOD: 1. Chad Gores (KTM); 2. Kameron Scot (LEM); 3. B.J. Bohrer (KTM).

50 S/P/W: 1. Mike Meade (LEM).

60 BEG (6-9): 1. Justin Hargrove (Kaw), 2. Holeshot Erwin.

60 (6-8): 1. Mike Alessi (Kaw); 2. Justin Workman (Kaw).

60 (9-11): 1. Sean Borkenhagen (Kaw).

80 BEG (12-16): 1. Daton Beavers (Hon); 2. Jeff Alessi (Suz); 3. Danny Mohr (Hon); 4. Brock Erwin (Yam); 5. Micky Griffin (Yam).

80 (12-13): 1. Cirey Hambry (Hon); 2. David Sullens (Yam).

80 BEG: (12-16): 1. Josh Talkington (Hon).

125 BEG: 1. Troy Neal (Hon); 2. Jose Godinez (Suz); 3. Anthony Rosas (Suz); 4. Jeff Christinan (Hon); 5. Vito Tartantino (Suz).

125 NOV: 1. Andy Smith (Kaw); 2. Cody Knauss (Suz).

125 INT: 1. Ryan Vendervеen (Hon); 2. Andreu Labrador (Hon); 3. Wes Carey (Hon).

125 PRO: 1. Ed Redman (Hon).

VET: 1. Randy Danylo (Suz); 2. Jerry Hensley (Suz); 3. Mike Dunlap (Kaw); 4. Mike Carr (Hon); 5. Chris Swift (Suz).

MRAN Motocross a blast for Morris

By J.C. Martinez

PIOCHE, NV, JUNE 15-16

Round four of the Motorcycle Racing Association of Nevada desert series, presented by the Camp Valley Cowboys, began with the sound of a shotgun and ended with a win for Scott Morris.

Nearly 70 racers picked their way through trees, trees and even more trees before hopping onto graded road that would transfer them to more trees. KTM support rider Nick Pearson stated at the riders meeting that over 400 turn stakes were pounded and that a tight course was to be expected.

Expert and Amateur racers took two laps around the 38-mile loop, while novices did one. When the dust settled, Team Green support rider and defending Open-class champion Morris found himself at the finish line adding another overall victory to a list as long as the loop he dominated.

Morris' KX500 took him to the front of the mass start. He said that he enjoyed the tight course and that a lot of the ride was in second and third gear with plenty of clutch action as he twisted around trees.

Morris went unchallenged for a majority of the race until Aaron Huntington piloted his KX250 within earshot. Huntington said that at one point Scott actually looked over his shoulder to see who was coming, gave him a thumbs-up and continued forward. Huntington finished a strong second overall, winning the 250cc class.

Results

OPEN EX: 1. Scott Morris (Kaw); 2. Daryl Folks (KTM); 3. David Ory (Hon).
250 EX: 1. Aron Huntington (Kaw); 2. Randall Klessis (Hon); 3. Todd Abratowski (Kaw).
125 EX: 1. Danny Cooper (Suz); 2. Danny Linnell (Hon).
30+ EX: 1. Jeff Phillips (KTM); 2. Glen Taylor (KTM); 3. Marc McManus (KTM).
35+ EX: 1. William O'Hara (KTM); 2. Jim Jameison (Yam); 3. Michael A. Wailing (KTM).
40+ EX: 1. Nick Tanner (Kaw); 2. Jay Zicker (Hon); 3. John Reo (Hon).
4-STK EX: 1. Jason Jacobson (Kaw); 2. Scott Glimp (KTM); 3. Tom E. Willis (Hus).
OPEN AM: 1. Ronnie Couturier (Kaw).
250 AM: 1. Josh Sawrgent (Kaw); 2. Matt Gosnell (Kaw); 3. Waylon Shaw (Kaw).
AM: 1. Willie Hufford (KTM); 2. Clifton Johnny (Kaw); 3. Travis Mickle (Kaw).
30+ AM: 1. Cliff Hagen (Kaw); 2. Paul Walker (Yam); 3. Tom Singleton (KTM).
4-STK AM: 1. Nathan Jones (Kaw); 2. David Warren (KTM).
35+ AM: 1. Koby Ksicher (KTM).
OPEN NOV: 1. Bill Gustafson (Hon).
250 NOV: 1. Ted Sargent (Yam); 2. Matt Raylance (Kaw); 3. Duane Cope (Hon).
125 NOV: 1. Ronnie Kischer (KTM); 2. James Chavis (Suz); 3. Peter Mazzola (KTM).
30+ NOV: 1. Bryan Lutz (Yam); 2. Jeff Schumacher (Yam); 3. Brian Gibson (Hon).
4-STK NOV: 1. Shelby Brown (Hon).
35+ NOV: 1. Chuck Markley (Kaw).
80 EX: 1. Tommy Conte (Yam); 2. Kellon Walck (Kaw); 3. Luke Baca (Kaw).
80 AM: 1. Tony Westbay (Yam); 2. Carl Maassberg (Kaw).
80 NOV: 1. Chris Jones (Yam); 2. Kyle Kischer (Hon).
60 EX: 1. Kyle Gibson (Kaw).
60 AM: 1. Zach Gosnell (Kaw).
50 EX: 1. Justin Gibson (KTM); 2. Cory B. Ayers (LEM); 3. Jesse Canapa (KTM).
50 AM: 1. Cory Wallis (KTM); 2. Tyler Thomas (Hon); 3. Michael Strong (Yam).
50 NOV: 1. Etham Rudd (KTM); 2. Justin Wallis (Yam); 3. Krista O'Hara (KTM); 4. Trevor Royer (LEM); 5. Axel Reid (Yam).

Kell cashes in at Castle Rock TT

By Clay Light

CASTLE ROCK, WA, JULY 7
Speedy Kell's amazing comeback tour progressed to yet another level after a win in the Expert main event at the Castle Rock Clubgrounds' TT.

Kell won the first of two Expert heat races, beating Eli Price. Mickey Fay topped the second heat after fending off visiting Californian Andy Tresser. Kell also established the evening's fast lap time during preliminaries.

Fay pushed to the head of the pack on the first of 20 laps that the Experts would run. Simonsen and Kell kept Fay honest for many laps as the three were never more than a wheel apart. However, Fay first slipped off the groove, allowing Simonsen to swoop up the lead. Kell kept gunning for the number-two spot and ducked past Fay several laps later to set up a sensational battle with Simonsen.

Farther back in the pack, Tresser, Price and Charlie Brown battled for fourth behind Fay, a spot which would go to Tresser, the winner of last year's Castle Rock 600cc National. Simonsen slipped off the groove, and on lap 18 Kell took the lead from Simonsen, who held on for second place ahead of Fay, Tresser, Price and Ron Waters.

"Oh, man, am I pumped!" said Kell. "I want to hit some Nationals and get my number back. I think I'm ready."

Results

EX: 1. Speedy Kell (Rtx); 2. J.P. Simonsen (Hon); 3. Micky Fay (Rtx); 4. Andy Tresser (Rtx); 5. Eli Price (Rtx).
PRO-AM: 1. Christian Vernon (ATK); 2. Phil Prutsman (Kaw); 3. Dean Autrey (Rtx); 4. Steve Arndt (Hon); 5. Beau Z. Brown (Rtx).
OPEN A: 1. Beau Z. Brown (Rtx); 2. Scook Coffel (KTM); 3. Beau A. Brown (Rtx).
250 A: 1. Jake Holden (Hon); 2. Corey Kline (Hon).
80 A: 1. Jake Holden (Hon); 2. Scooter Vernon (Hon).
80 DTX: 1. Scooter Vernon (Hon); 2. Cody Thompson (Hon).
50 JR: 1. Brenton Schnitzer; 2. Jordan St. Jermaine.
40+: 1. Dan Kirk.
30+: 1. Dan Kirk

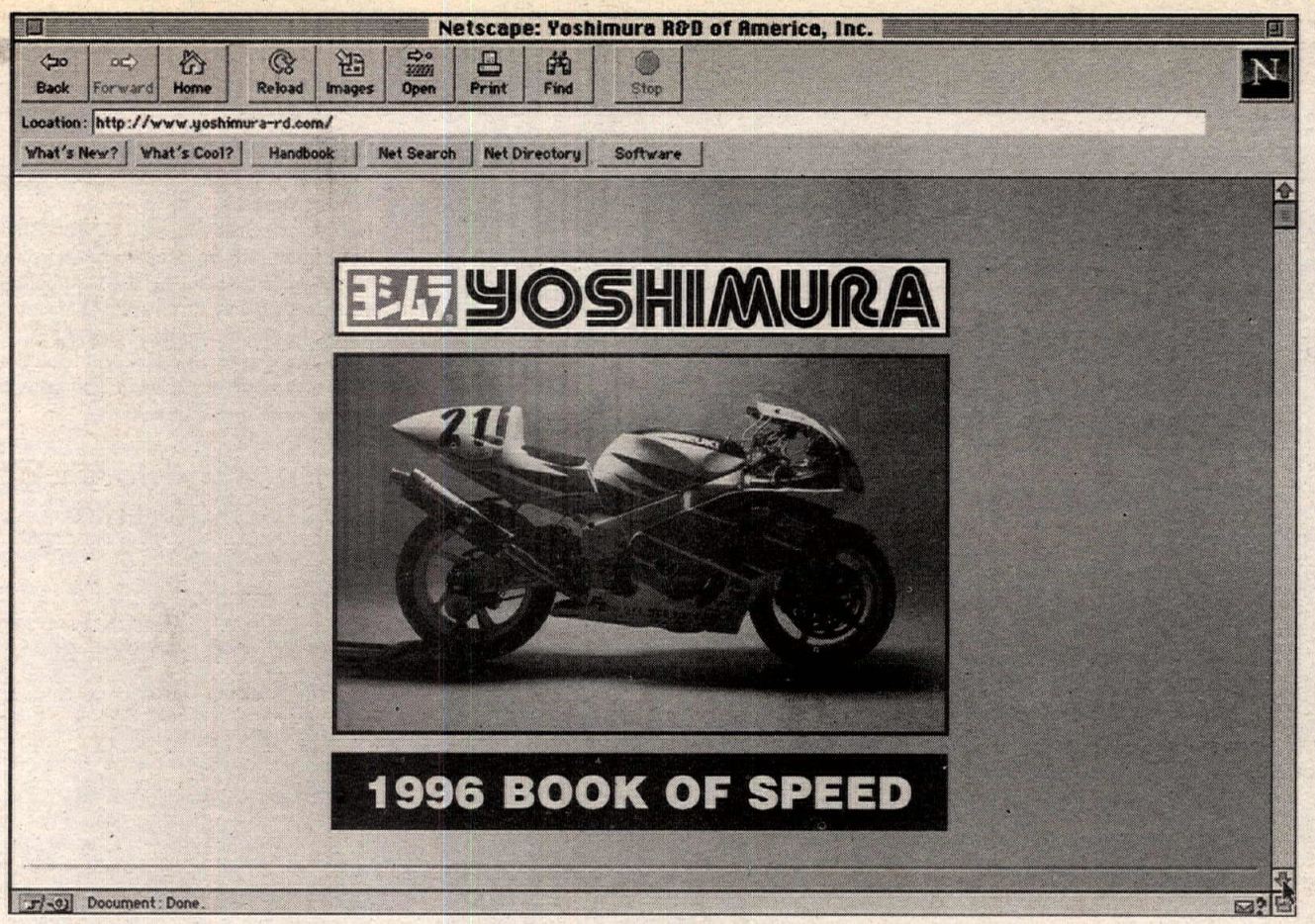
Frittses blitz Delta Motocross

By Carl Davis

DELTA, OH, JULY 6
The Fritts family worked over the MRA-sanctioned race at Delta Raceway, taking the top positions in the 125cc Novice division.

When the gate dropped for moto one, it was a Fritts freight train as Gary led brothers David and Brandon in their matching Wulfsport racing gear. Brandon was on the move and pulled past his brothers and into the lead by the midpoint of the moto. Gary followed suit to move into second and had to pick it up a notch after feeling pressure from James Gray, who dropped David back to fourth at moto's end.

Moto two had Brandon in the lead again with Gary a close second. Gary and James King engaged in a battle for third. Brandon and Gary rode smoothly to finish in that order with James taking third and Gray in fourth.



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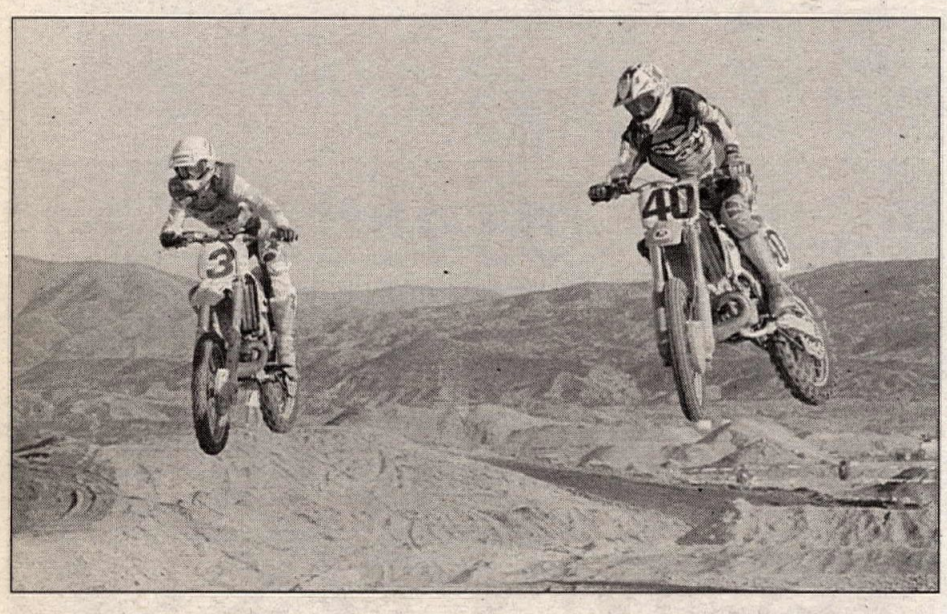


(Left) Josh Demuth (328) snags the holeshot in 250cc A-class action at Ohio's Sunday Creek.
(Below left) Brad McLeod (3) and Rich Truchinski (40) go head-to-head in Vet Ex-Pro competition during the California Racing Club's Saturday Night Motocross at Los Angeles County Raceway in Palmdale, California. McLeod took the class win after Truchinski tangled with a lapped rider and crashed.

Chuck Loy was the top Vet rider of the night, taking the Over 25 and Over 30 overall wins. The Suzuki-mounted Loy took the Over 25 class win literally uncontested but had to work hard against Lonnie Hammond to secure the Over 30 win after splitting moto wins.

Results

50 (4-6): 1. Damon Bauer (Yam); 2. Cody Beckford (Yam); 3. Austin Lett (Yam).
50 (7-8): 1. Briton Beerbower (Kaw); 2. Jarod Ing (Yam).
S/50: 1. Cody Anderson (KTM); 2. Daniel Hagele (KTM); 3. Glenn Smith (LEM).
P/W 80: 1. Ashton Ing (Yam); 2. Bobby Stuart (YAM).
60 (7-11): 1. Brandon Butzin (Kaw); 2. Kyle Rothgeb (Kaw); 3. Broc Bauer (Kaw).
80 BEG: 1. Andrew Janney (Hon); 2. Kyle Rothgeb (Kaw); 3. Matt Wilson (Hon).
80 NOV: 1. Nate Brahier (Kaw); 2. Chris Talbot (Suz); 3. Mike Suman (Kaw).
125 JR: 1. Ian Hammond (Suz); 2. Neil Carlson (Hon); 3. Jeremy Brown (Kaw).
125 BEG: 1. Nathan Scheid (Suz); 2. Josh Alley (Hon); 3. Lance Alley (Hon).
125 NOV: 1. Brandon Fritts (Hon); 2. Gary Fritts (Hon); 3. James Gray (Hon).
125 INT: 1. Ian Hammond (Suz); 2. Harold Goodman (Hon); 3. Jeremy Brown (Kaw).
250 BEG: 1. Jeffrey Kramm (Hon); 2. Eric Muck (Yam); 3. Jim Hagele (Suz).
250 NOV: 1. Bob Hadley (Kaw); 2. Jason Griffiths (Hon); 3. Joe Dubowsky (Hon).
250 INT: 1. Harold Goodman (Hon).
25+: 1. Chuck Loy (Suz); 2. Lonnie Hammond (Yam); 3. Jack Barlow (Suz).
35+: 1. Carl Davis (Kaw); 2. Eric Bauer (Hon); 3. Fritz Seelman (Kaw).
40+: 1. Carl Davis (Hon); 2. Randy Walker (Yam); 3. Charles Rogers (Suz).
45+: 1. Howard Durussel (Suz); 2. Eric Carlson (Hon); 3. Lynn Conway (Suz).
VINT '89: 1. Jeff Carlson (Hon); 2. Kevin Jonatzke (Hon); 3. Steve Gaggi (Suz).

Dickson digs in at Sunday Creek Motocross

By Rupert F. Pellett
Photo by Mike Lewis

MILLFIELD, OH, JUNE 23
Wallaceton, Pennsylvania's Gaylon Dickson turned on the gas at this Southern Ohio motocross track, winning the Over 25 and 125cc A classes, while posting second overall in the 250cc A division.

The YZ Bucks were flying as off-road legend Jeff Russell hosted a round of District 11's Yamaha contingency series at this scenic facility. Nestled in the rolling hills of the Buckeye State, this 1.2-mile circuit offered a cornucopia of motocross dilemmas for the rider. Long, 15-minute motos coupled with a rough, demanding track resulted in attrition for both man and machine, with many riders too tired to compete in their second motos.

Yamaha-mounted Gaylon Dickson fought off a hard-charging Josh Demuth to snatch the overall in the 125cc A division, as the young Demuth experienced difficulties in moto one on the tricky circuit. The 250cc A class was all Demuth, however, as Josh was on warp drive and then some. Flying over a seemingly impossible uphill double jump that had never previously been conquered, Demuth gained increasingly on the strung-out group of A riders with every lap. The 25 and older class was all Dickson, as he won the battle over rival and buddy Mike Blair. In Veteran-class action, Sandyville, West Virginia's Mike Morgan was untouchable, whipping the old boys on his trusty YZ. Team Green's Jeff Gibson was dynamic in the Mini Senior and Schoolboy races, taking four out of four moto wins while riding virtually uncontested to the checkers.

Results

50 (4-6): 1. John Ramey III (KTM); 2. Haven Holdcroft (KTM); 3. Tyler Maxel (KTM); 4. Landen Rust (Yam); 5. Eric Woods (LEM).
50 (7-8): 1. Jerry Lorenz (Cob); 2. Michael Akaydin (Cob); 3. Dan Baird (Cob); 4. Tommy Pellett (Cob); 5. Nathan Saving (KTM).
65: 1. Eric Baird (Kaw); 2. Chris Whitcraft (Kaw); 3. Matt Gow (Kaw); 4. D.R. Atwood (Kaw); 5. Kirk Akaydin (Kaw).
MINI JR: 1. Chris Whitcraft (Yam); 2. Matt Barnes (Suz); 3. Don McGourty (Suz); 4. Andy Willard (Hon); 5. Tom Osnialkowski (Kaw).
MINI SR: 1. Jeff Gibson (Kaw); 2. Corey Arnold (Kaw); 3. Jared Wolfe (Yam); 4. David Whitcraft (Yam); 5. Jonathan Sanders (Kaw).
SCHBY: 1. Jeff Gibson (Kaw); 2. Alan Sanders (Yam); 3. David Whitcraft (Yam); 4. Jacob Matthews (Hon); 5. J.D. Eicher (Hon).
25+: 1. Gaylon Dickson (Yam); 2. Mike Blair (Yam); 3. Mike Morgan (Yam); 4. Tim Shepherd (Yam); 5. Doug Blackwell (Yam).
30+: 1. Mike Morgan (Yam); 2. Tim Shepherd (Yam); 3. Denny Swartz (Yam); 4. Dan Gillespie (Kaw); 5. Jeff Miller (ATK).
40+: 1. Denny Swartz (Yam); 2. Mike Treadway (Hon); 3. Larry Eyener (Yam); 4. Doug Schultz (Kaw); 5. Carl Blevins (Hon).
WMN: 1. Jennifer Schultz (Kaw); 2. Kim Leach (Yam); 3. Tanya Roberts (Suz).
OPEN B: 1. Jeff Miller (ATK); 2. Barry Oqan (KTM); 3. Mike Treadway (Hon); 4. Bob Ellis (Kaw); 5. Mark Kaho (ATK).
125 A: 1. Gaylon Dickson (Yam); 2. Mike Blair (Yam); 3. Josh Demuth (Yam); 4. Scott Watkins (Kaw); 5. Jason Rogers (Hon).
250 A: 1. Josh Demuth (Yam); 2. Gaylon Dickson (Yam); 3. Mike Morgan (Yam); 4. Mike Blair (Yam); 5. Scott Watkins (Kaw).
250 B: 1. Doug Blackwell (Yam); 2. Paul Stoltz (Hon); 3. Kevin Wolfe (Yam); 4. Mike Graybill (Hon); 5. Bramon Kilbarger (Yam).
125 B: 1. Kyle Kinkead (Kaw); 2. Rob Bingman (Suz); 3. D.L. Lugenbeel (Suz); 4. Brian Duston (Kaw); 5. Dave Horn (Suz).

McLeod makes good at LACR Motocross

By Greg Robertson

PALMDALE, CA, JULY 6
Brad McLeod and Rich Truchinski were no more than a few feet apart throughout both Vet Ex/Pro motos, McLeod being handed the overall win on the last lap of moto two during Califorina Racing Club's Saturday Night motocross at Los Angeles County Raceway.

Truchinski squeezed out the first-moto holeshot over McLeod, Eric Casas and Leo Saul. McLeod immediately latched on to Truchiniskit's back fender and the two of them started to pull away from Casas, who had his hands full with Saul. McLeod was shadowing Truchinski's every move, including Truchinski's passes on groups of lapped riders, which began with only three laps completed. Truchinski spent the entire moto fighting off McLeod and eventually took the win by a couple of bike lengths. Casas kept Saul at bay for the duration of the race to take a hard-fought third-place finish.

The second-moto start belonged to McLeod, but Truchinski was showing him his front fender before the completion of lap one. Jon Zahrt held down third, but a sore leg prevented him from holding off Saul and Casas. Saul went down on lap two, handing third to Casas. McLeod held off Truchinski for four laps before a lapper held him up for a split second and Truchinski was able to slip past.

For the next six laps Truchinski and McLeod battled over the lead as they threaded their way through the swarm of lappers. With the white flag waving and only two turns remaining in the race, Truchinski tangled with a lapper and went down. McLeod was handed the second-moto win and collected the first-place cash. Truchinski was quickly up and finished second ahead of Casas.

Ed Tripp and Frank Costanza were evenly matched in the Vet Intermediate class and traded the lead back and forth throughout both races, Tripp getting the upper hand on the last lap for the win.

Dennis Gallagher destroyed the competition in both Vet Novice motos with runaway wins. Bruce Richards used a 2-3 score to top the 4-2 finishes of Jim Savatgy for second overall.

Results

60 BEG: 1. Garrett Norr (Hon); 2. Timothy McDaniel (Kaw); 3. Bobby Cobb (Kaw).
60 (0-8): 1. Tate Misiaszek (Kaw).
60 (9-11): 1. Anthony Barbacovi (Kaw).
80 BEG: 1. Caleb Gosselaar (Kaw); 2. Jeff Verspeut (Suz); 3. Taylor Satterfield (Hon); 4. Tate Miaiaszek (Yam); 5. Lane Boyer (Hon).
80 (7-11): 1. Shane Smith (Hon); 2. Chris Norr (Yam); 3. Anthony Barbacovi (Yam).
80 (12-13): 1. Chris Tocco (Suz); 2. Todd Gosselaar (Hon); 3. Kit Kunath (Yam); 4. Miles Buck (Suz); 5. Bobby Steffan (Suz).
80 (14-16): 1. Brent Gilliam (Yam).
125 BEG: 1. David Johnson (Suz); 2. Masashi Motohashi (Suz): 3. John Specht (Hon); 4. Paul Smith (Kaw); 5. David Aceves (Suz).
125 NOV: 1. Kevin O'Brien (Suz); 2. Travis Smith (Kaw); 3. Gerrit Ordelman (Yam); 4. Bob Arens (Suz); 5. Chad Davis (Suz).
125 INT: 1. Brian Sweany (Hon); 2. Mike Gibson (Hon); 3. Clint Shepard (Suz).
125 PRO: 1. Casey Lytle (Hon); 2. Lex Malan (Suz); 3. Marcelo Sanchez (Suz); 4. Terrance Malan (Suz).
250 BEG: 1. Jason Jones (Hon).
250 NOV: 1. Alvin Zalamea (Suz); 2. David Hopfe (Hon); 3. Chris Stawgl (Hon); 4. Tyler Buck (Suz); 5. Brent Greer (Suz).
250 INT: 1. Bobby Hall (Hon); 2. Chris Allen (Suz); 3. Bobby Sage (Kaw); 4. Matt Blacklock (Hon); 5. Nick Mairose (Suz).
250 PRO: 1. Troy Welty (Suz).
500 NOV: 1. Jason Higgins (Kaw); 2. Norm Schiel (Hon).
JR VET BEG: 1. John Conner (Hon); 2. Eric Lathrop (Kaw); 3. Assaf Alush (Hon); 4. Pasha Afshar (Hon); 5. Larry Page (Yam).
JR VET NOV: 1. Mike Embry (Yam); 2. Joe Casagrande (Yam); 3. Bob Gorman (Yam); 4. Gabi Abayou (Hon); 5. Brad Pietro (Suz).
VET BEG: 1. Darryl Whiteside (Suz); 2. Matt Arant (Kaw); 3. Gary Ivin (Suz); 4. John Adams (Suz); 5. Ralph Calhoun (Hon).
VET NOV: 1. Dennis Gallagher (Yam); 2. Bruce Richards (Kaw); 3. Tim Savatgy (Suz); 4. John MacMiller (Suz); 5. Steve Norr (Hon).
VET INT: 1. Ed Tripp (Hon); 2. Frank Costsanzo (Hon).
VET EX-PRO: 1. Brad McLeod (Yam); 2. Rich Truchinski (Hon); 3. Eric Casas (Yam); 4. Jon Zahrt (Yam); 5. Lee Saul (Yam).
SR INT: 1. Norm Schiel (Hon); 2. Greg Williams (Suz).
SR EX: 1. Randy Anderson (Yam).

Kent super at Glen Helen MX

By Robert Van Damme

SAN BERNARDINO, CA, JUNE 9
Alan Kent took home top honors in the Senior Intermediate class and then went and played with the kids in the Vet Novice class and finished in the top five during the third round of the Yamaha Motocross Dealer Series at Glen Helen Raceway.

Kent pulled the holeshot during the first Senior moto and basically never looked back. Chuck Duran, Randy Lester, and Jon Speight followed the leader Kent. Duran bobbled on the second lap allowing Lester and Speight to move up a spot each. Ken Ehlers was on the move from a poor start as he made his way around both Duran and Speight in one lap. The end of the fourth lap had Ehlers get by Lester for second as they made their way past the scoring section. By the time Ehlers had second secured, Kent was long gone. Kent took the checkered first, followed by Ehlers, Lester, Speight and Duran. The second moto saw Ehlers, who was really riding by himself in the Expert class, claiming the lead. Kent pulled right in behind Ehlers, and the two of them pushing each other had pulled away from the rest of the field by 15 seconds at the end. The John Burr Cycle-sponsored Kent took the class win followed by Lester, Duran, G.L. Williams and Bill Schultz.

Alex Zapata was another rider double-classing on this fairly warm day. Zapata took home YZ bucks for taking the win in the 250cc Novice. Then the Yamaha of Cucamonga-sponsored Zapata had to come back from a horrible first-moto start to win the Junior Vet Novice class.

Results

P/W BEG: 1. Travis Christensen (KTM); 2. Trey Garcia (Yam); 3. Joey Hall (Yam); 4. Kyle Bohannan (Yam).
P/W (7-8): 1. Damien Lopez (Yam); 2. Andrew Yarnell (Yam); 3. Adam Miller (Yam).
60 (0-8): 1. Jared Minor (Kaw); 2. Justin Hargrove (Kaw); 3. Cody Bohannan (Kaw).
60 (9-11): 1. Cas Swift (Kaw); 2. Kyle Foltz (Kaw); 3. Jonathan Rose (Kaw); 4. Bryan Huth (Kaw); 5. Brian Boulware (Kaw).
80 BEG: 1. Kane Jameson (Yam); 2. Ted Herring (Hon); 3. Kevin Hunter (Yam); 4. Jorge Perez (Yam); 5. David Andreiko (Hon).
80 NOV: 1. Jeremy Keiper (Suz); 2. Kevin Gahan (Yam); 3. Cale Wallace (Yam); 4. David Sullins (Yam); 5. Brad Huth (Kaw).
80 INT: 1. Billy Laninovich (Yam); 2. Jesus Cassillas (Yam); 3. Levi Reed (Yam); 4. Ross Garcia (Yam); 5. Daton Beavers (Hon).
125 BEG: 1. Mike Powers (Suz):2. Mark Wickham (Hon); 3. Wes Burr (Hon); 4. David Andreiko (Suz); 5. Danny Bagwill (Yam).
125 INT: 1. Danny Montoya (Suz); 2. Chris Cooley (Yam); 3. Jason Abbott (Suz); 4. Tyson Taylor (Hon); 5. Tommy Harrison (Suz).
125 PRO: 1. Eric Schnell (Suz); 2. Scott Ogle (Hon); 3. Tim Sharp (TM).
250 BEG: 1. Lee Holton (Hon); 2. Patrick Hanlon (Yam); 3. Rob Lelm (Kaw); 4. Jason Whitsell (Yam).
250 NOV: 1. Alex Zapata (Yam); 2. Chuck McCarty (Yam); 3. Bryan Lamborn (Hon); 4. Joe Hernandez (Yam).
250 INT: 1. Danny Montoya (Suz); 2. Jeremiah Moore (Kaw); 3. Ian Fitz-Gibbon (Suz).
250 PRO: 1. Tim Sharp (Hon); 2. Tommy Shibayama (Suz).
500 PRO: 1. Mike Ulrich (Hon); 2. Dav Ondas (Kaw).
OPEN: 1. Rick Price (Kaw); 2. Ryan Cameron (Suz); 3. Matthew Dummar (Suz); 4. Erik Wolfe (Kaw).
VET BEG: 1. Isaac Lopez (Hon); 2. John Hutchison (Yam); 3. John Lowe (Yam); 4. Kirk Barnett (Kaw); 5. Marshall Hamada (Hon).
VET NOV: 1. Jeff Del Villar (Hon); 2. Dennis Gallagher (Yam); 3. Greg Hayward (Yam) 4. Alan Kent (Yam); 5. Mark Sandzimier (Yam).
VET INT: 1. Fred Nichols (Hon); 2. Duane Potts (Hon); 3. Ron Coleman (Hon); 4. Brian Renshaw (Kaw); 5. Ron Lawson (TM).
VET EX: 1. Brian Myerscough (Hon); 2. Mark Johnson (Suz); 3. John Whitaker (Hon); 4. Doug Yarnell (Yam).
SR NOV: 1. Jon Speight (Yam); 2. Ray Simmons (Hon); 3. Robert Ripley (Yam); 4. Peter Stanton (Yam).
SR INT: 1. Alan Kent (Yam); 2. Randy Lester (Yam); 3. Chuck Duran (Suz); 4. G.L. Williams (Suz); 5. Bill Schultz (Yam).
SR EX: 1. Ken Ehlers (Yam); 2. Pete Vetrano (TM); 3. Monty Lee (Yam).
JR VET BEG: 1. Mike Daniels (Yam); 2. Kurt Lemke (Yam); 3. Alan Tungate (Yam); 4. Jeff Kuykendall (Suz).
JR VET NOV: 1. Alex Zapata (Yam); 2. Dennis Gallagher (Yam); 3. Mondo Duran (Yam); 4. Barry Karakas (Yam); 5. Gordon Kellar (Suz).
JR VET EX: 1. Jeff Fine (Yam).
SDCR: 1. Pete Whitney/Scott Whitney (Hon); 2. Ed Hall/Brady Budd (Hon); 3. Bob Morgan/Mike Burns (Kaw).
500 MSTR: 1. Greg Carter (Mai); 2. Rick Doughty (Mai); 3.Randy Lester (Yam).
250 MSTR: 1. David Fisher (Suz); 2. Randy Lewis (Mon); 3. Bill West (Oss); 4.Rick Price (Mai).
500 SPTSMN: 1. Tom Gillum (TT); 2. Edward Navarro (Hus); 3. John Corsaut (Yam).
250 SPTSMN: 1. Cloy Setter (Kaw); 2. Les Willis (Hon).
125 SPTSMN: 1. Kirk Barnett (Suz).

Burkhart big at Honda Hills Motocross

By Rupert F. Pellett

LINVILLE, OH, JULY 6
Pickerington, Ohio's Mark Burkhart ran virtually uncontested at this central Ohio motocross course, sweeping all four motos he entered, and increasing his reputation as one of the quickest Amateurs in the nation.

A well-watered and prepped track, fine weather, and a great turnout were the ingredients needed to cook up a healthy serving of motocross action during District 11's hotly contested season. Burkhart jammed his way to four

straight holeshots, which he used to simply scoot away from the field in a red Honda blur, taking the trophies home in the 16-24 and 125cc B classes.

In the four-stroke division, New Lexington's Mike Treadway was flying on his cam- and valve-infested machine, fighting off the advances of Brad Beery and Mike Stebelton. Treadway was equally effective in the Open class, dispatching Steve Anneshansley and Masanori Kubo on his way to the win.

Results

50 (4-6): 1. Haven Holdcroft (KTM); 2. Devan Welch (KTM); 3. Shawn Lowe (LEM); 4. Ryan Ivers (KTM); 5. Andy Kinnison (Yam).

50 (7-8): 1. Alex Rossi (Cob); 2. Eric Browning (LEM); 3. Justin Royce (Suz); 4. Allen Nutter (Yam); 5. Tormy Pellett (Cob).

65: 1. Willy Browning (Kaw); 2. Michael Willard (Kaw); 3. Joey Pellett (Kaw); 4. Billy Sprankle (Kaw); 5. Derrick Dunaway (Kaw).

MINI JR: 1. Andy Willard (Hon); 2. Chris Whitcraft (Yam); 3. Willy Browning (Yam); 4. Joey Pellett (Kaw); 5. Michael Willard (Hon).

MINI SR: 1. David Whitcraft (Yam); 2. Trevor Moriva (Hon); 3. Mike Campbell (Yam); 4. Travis Hartshorn (Yam); 5. Jay Morningstar (Yam).

SCHBY: 1. Jacob Matthews (Hon); 2. Mike Campbell (Kaw); 3. David Whitcraft (Yam); 4. Steven Chapman (Kaw); 5. Tommy Laymon (Hon).

16-24: Mark Burkhart (Hon); 2. Wesley Boyd (Suz); 3. Terry Collins (Suz); 4. Tim Bell (Hon); 5. John linger (Hon).

125 B: 1. Mark Burkhart (Hon); 2. Brian Flanagan (Kaw); 3. Terry Collins (Suz); 4. Rob Bingman (Suz); 5. Shaun Sheppard (Suz).

250 B: 1. Chad Jerles (Suz); 2. Dave Dewitt (Yam); 3. James Chapman (Suz); 4. Rob Bingman (Suz); 5. Joe Procker (Suz).

250 A: 1. Donnie Urban (Suz).

OPEN B: 1. Mike Treadway (Hon); 2. Steven Anneshansley (Hon); 3. Masamori Kubo (Hon); 4. Scott Thompson (Hon).

4-STK: 1. Mike Treadway (Hon); 2. Brad Beery (Yam); 3. Michael Stebelton (Hon); 4. Dave Kutskel (Hon); 5. Gerry Kerr (Kaw).

30+: 1. Mark Matheis (Yam); 2. James Hayes (Hon); 3. David Hall (KTM); 4. Greg Barentha (Yam); 5. Doug Dewitt (Yam).

Northrup nails Cahokia Creek Hillclimb

By Kevin Northrup

WHITE CITY, IL, JUNE 22

Jason Northrup set the fast time of the day on his way to victory in the 750cc class during the Cahokia Creek Dirt Riders first hiliclimb of 1996 at their clubgrounds just west of White City.

The 500cc class is usually the fastest, and it looked like it would be again this evening. Northrup started the first round with a good 3.205-second ride on his Honda but was quickly bested by Mark Shafer, who turned 3.028 seconds on his CR500, only to see Andy Former beat his time with a 2.969-second run to take the first-round class lead.

In second-round 500cc-class action, facing a breathtaking 2.673-second fast-time run delivered by Mike Schobert in first round Open-class action, Northrup flew over the top in 2.635 seconds not only to take over the 500cc-class lead, but also to move out on the fast-time bubble. Former delivered an outstanding ride of his own, but his 2.772-second run was too slow to retake the lead - a tenth of a second is a lot on a 100-foot hill. Mark Shafer on his second ride took third place in 2.930 seconds, while Mark Blackford turned 3.195 seconds for fourth place. Jack Mason filled out the top five with a 3.231-second run.

In 750cc-class action, Jason Northrup was the only rider in the class of nine to break into the 2s, with a first-round time of 2.978 seconds. He had his sights on a third straight fast-time trophy, however, and didn't think his 2.635-second 500cc-class time would hold up against Mike Schobert. Predicting a 2.4-second run, he nearly delivered one as he shot his triple out of the hole and over the top in 2.523 seconds, beating his own fast time and presenting a much tougher target for Schobert. Jim Mllard picked up second place with a good 3.080-second ride, barely edging Bob Glenn, who stopped the clock in 3.082 seconds. Tom Rollins finished fourth in 3.147 seconds, with Walter Geralds filling out the top five in 3.406 seconds.

Results

0-85 YTH: 1. Jackie Mason (Hon); 2. Cody Mason (Yam); 3. Anthony DeHart (Hon); 4. Matt Weaver (Kaw); 5. Billy SHort (Yam).

200: 1. Doyle Ivey (Kaw); 2. Justin Meyers (Kaw).

250: 1. Brent Stewart (Yam); 2. Jackie Mason II (Hon); 3. Roy Senaldi (Yam); 4. Andy Fortner (Suz); 5. Tim Bowman (Yam).

400: 1. Steve Shafer (Yam); 2. Tom Krivi (Hon).

500: 1. Jason Northrup (Hon); 2. Andy Fortner (Hon); 3. Mark Shafer (Hon); 4. Mark Blackford (Hon); 5. Jack Mason (Kaw).

750: 1. Jason Northrup (Kaw); 2. Jim Hillard (Kaw); 3. Bob Glenn (Kaw); 4. Tom Rollins (Kaw); 5. Walter Geralds (Kaw).

OPEN: 1. Mike Schobert (Kaw); 2. Scott Hardey (Kaw); 3. John Hillard (H-D); 4. Jerrod Lindquist (Kaw).

SR: 1. Bob Glenn (KTM); 2. Tom Compton (Kaw); 3. Craig DeHart (Hon).

400 EXHIB: 1. Jackie Mason II (Hon); 2. Brent Stewart (Yam).

OPEN EXHIB: 1. Mike Schobert (Kaw); 2. Andy Fortner (Hon).

(Right) Mike Willard dominated the 65cc (7-9) class at the Sunday Creek Youth Regional in Millfield, Ohio. (Below right) Mickey Fay won one of the three Expert heat races at the Castle Rock TT in Castle Rock, Wisconsin, but crashed in the main event.

Willard wild at Sunday Creek Motocross

By Rupert F. Pellett

MILLFIELD, OH, JUNE 29-30

Nine-year old Michael Willard completely dominated the 65cc (7-9) division at this Loretta Lynn's Regional Qualifier, sweeping three straight motos on his way to the overall win.

Over 400 riders turned out at this south central Ohio motocross course, and 85-degree weather was tamed with a brisk wind the entire weekend, which made conditions bearable. Track owner Jeff Russell applied massive amounts of water, and dust was never a concern, even with the large turnout and warm temperatures.

In the first 65 (7-9) moto, Willard quickly established his presence by jumping out to an early lead, leaving a fiece battle behind him involving D.R. Atwood and Kyle Preston. Willard would eventually acquire a massive lead at the end, leaving the field to finish the race as he enjoyed a cool drink. The second moto saw Willard experience a poor start, and Michigan's Josh Lichtle got himself a small lead before Willard woke up, attacked the track, stole the lead and ultimately stormed away for the win. The third and final moto on Sunday afternoon was all Willard as he charged to the checkers once again, easily posting the overall and earning his ticket to Tennessee.

The always-competitive 51cc (7-8) class was a virtual Cobra-fest, as over 30 of the 44 entered machines were yellow bikes, and the Ohio-made rockets were offered no competition from the seemingly underpowered opposition. New York's Jay Weller was the man to beat in this class, as he pushed his venomous Cobra to two wins and a second place, clinching the overall, which means a third trip to the Nationals for this youngster from the Empire State.

Former Canadian, now Georgia resident Derrick Fisher was unstoppable in the 85cc Stock (7-11) division, as he won handily on his Suzuki, beating the likes of fellow Suzuki pilots Matt Barnes and Anthony Weber. The 85cc Modified (9-13) class belonged to Team Green's Jeff Gibson, as the Westerville, Ohio, native simply mastered the 1.2-mile circuit to take the overall.

Results

51 (4-6): 1. Brandon Large (LEM); 2. Codi Adams (KTM); 3. Erik Woods (LEM); 4. Cody Miller (LEM); 5. Kevin Tompkins (KTM).

51 (7-8): 1. Jay Weller (Cob); 2. Chase Beck (Cob); 3. Kyle Chisholm (Cob); 4. Grant Moreland (Cob); 5. Jeffrey Mort (Cob).

65 (7-9): 1. Michael Willard (Kaw); 2. Josh Lichtle (Kaw); 3. D.R. Atwood (Kaw); 4. Marcus Shaver (Kaw); 5. Timmy Hollenbeck (Kaw).

65 (10-11): 1. Eric Baird (Kaw); 2. Carl Schlact (Kaw); 3. Patrick Profita (Kaw); 4. Matt Gow (Kaw); 5. Marc Manley (Kaw).

85 STK (7-11): 1. Derrick Fisher (Suz); 2. Matt Barnes (Suz); 3. Anthony Weber (Suz); 4. Chris Whitcraft (Yam); 5. Jimmy Chappell (Suz).

85 STK (12-13): 1. William Watford (Suz); 2. Matthew Lyda (Kaw); 3. David Whitcraft (Yam); 4. Larry Rust (Yam); 5. John Penrod (Kaw).

85 MOD (9-13): 1. Jeff Gibson (Kaw); 2. Derrick Fisher (Suz); 3. Matt Lyda (Kaw); 4. Matt Barnes (Suz); 5. Chris Whitcraft (Yam).

85 STK (14-15): 1. Brandon Springstead (Hon); 2. Joe Brewer (Kaw); 3. Jared Wolfe (Yam); 4. Derrick McKinney (Kaw); 5. Jacob Franklin (Kaw).

85 MOD (14-15); 1. Jessie Ballard (Suz); 2. Joe Brewer (Kaw); 3. Derrick McKinney (Kaw); 4. Josh Martin (Kaw); 5. Jared Wolfe (Yam).

S/MINI (12-15): 1. Brandon Springstead (Hon); 2. Bo Bowman (Kaw); 3. Matt Lyda (Kaw); 4. David Whitcraft (Yam); 5. Joe Kersanty (Hon).

125 ST (12-15): 1. Ben Graves (Suz); 2. Mike Mercer (Suz); 3. Ian Hammond (Suz); 4. Aaron Dieter (Suz); 5. Alan Sanders (Yam).

125 MOD (12-15): 1. Paul Karle (Kaw); 2. Ben Graves (Suz); 3. Mike Mercer (Suz); 4. Matt Snider (Suz); 5. Alan Sanders (Yam).

125 C STK: 1. Marty Adams (Suz); 2. Damien Heater (Suz); 3. Aaron Dieter (Suz); 4. Chris Gallt (Kaw); 5. Chris Ferguson (Suz).

125 C MOD: 1. Chris Gallt (Kaw); 2. Ralph Stilwell (Suz); 3. Marty Adams (Suz); 4. Damien Heater (Suz); 5. Matthew Snider (Suz).

250 C MOD: 1. Evan Brown (Kaw); 2. Damon Cox (Hon); 3. Jack Corder (Yam); 4. Chad Walker (Yam); 5. Kenneth Barr (Kaw).

WMN: 1. Lisa Wagner (Yam); 2. Hally Whitecotton (Yam); 3. Darlene Schmitzer (Suz); 4. Tanya Roberts (Suz); 5. Jennifer Schultz (Kaw).

Simonsen scorches Castle Rock TT

By Clay Light

CASTLE ROCK, WA, JULY 5

J.P. Simonsen snapped Dan Stanley's current Northwest winning streak with a wire-to-wire win in the Expert main event at the Castle Rock Clubground's AMA District 27 TT.

While Standey was not on hand to defend his streak, Simonsen served notice in his heat race that he was a contender by chasing Rex Fisher to the finish. The remaining heat-race wins went to Mickey Fay and Del Schnitzer, while Speedy Kell made up for a heartbreaking heat-race mishap by winning the semi.

It took several restarts to finally get the Experts settled down at the staging of the 20-lap main event. Each time out, Simonsen was the leader. On the final take Simonsen shot out in front of Schnitzer, Fisher, and Eli Price. Simonsen maintained a slim lead throughout the main event, with the second-place battle shaping up in Fisher's favor once Schnitzer slipped off the groove.

Kell, in the process of making an impressive comeback, was fastest through traffic, advancing from last to fifth after shaking off Charlie Brown in a sixth-place squabble. Up front it was Simonsen's sizzling ride netting him his first AMA outdoor win of the season, followed by Fisher, Schnitzer, and Price.

Dan Kirk won two classes during the Amateur program, beating Tim Mitchell and Dave Mahier for an Over 40 A-class win, then charging back to top the combined Over 30/Vintage class, in which he beat Jessy Miller, the Vintage-class winner, for the Over 30 win.

Skook Coffel rode to a win in the 250cc A main, beating class dominator Eric Beers in a wild shootout. Pro-Am rider Pete Medcalf picked up third ahead of Chase Gilbert and Nicky McBride.

Results

EX: 1. J.P. Simonsen (Hon); 2. Rex Fisher (Rtx); 3. Del Schnitzer (Rtx); 4. Eli Price (Rtx); 5. Speedy Kell (Rtx).

PRO-AM: 1. Todd Hagmann (Rtx); 2. Christian Vernon (ATK); 3. Steve Arndt (Hon); 4. Pete Medcalf (Rtx); 5. Frank Marker (Rtx).

OPEN A: 1. Beau Brown (Rtx); 2. Walter Coffel (KTM); 3. Tim Williams (Rtx); 4. Nick McBride Sr. (Yam); 5. Tim Mitchell (Yam).

250 A: 1. Skook Coffel (KTM); 2. Eric Beers (Hon); 3. Pete Mecalf (Kaw); 4. Chase Gilbert (Yam); 5. Nicky McBride (Hon).

125 A: 1. Brad Smith (Kaw); 2. Nicky McBride (Hon); 3. Charles Jones (Yam); 4. Paul Castillo (Hon); 5. Sean Light (Hon).

80 A: 1. Scooter Vernon (Hon); 2. Cody Thompson (Hon); 3. Michael Rochester (Kaw); 4. Nick Sellers (Suz); 5. Timmy Ricketts (Hon).

80 DTX: 1. Scooter Vernon (Hon); 2. Cody Thompson (Hon); 3. Michael Rochester (Kaw); 4. Timmy Ricketts (Hon); 5. Jerry Hansen (Hon).

60 A: 1. Michael Rochester (Kaw); 2. Nick Sellers (Kaw); 3. Eric DeBoer (Kaw); 4. Jocb Ellis (Hon).

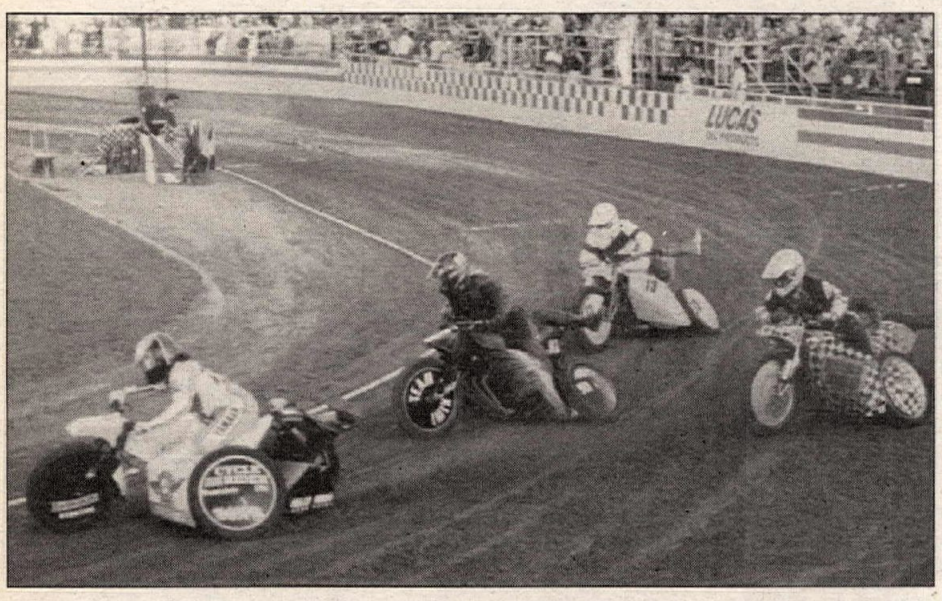
40+ A: 1. Dan Kirk (Hon); 2. Tim Mitchell (Yam); 3. Dave Mahier (Hon); 4. Mike Bradshaw (Hon).

30+ A: 1. Dan Kirk (Hon); 2. Doug Anderson (Yam).

250 PRO: 1. Ric Beers (Hon); 2. Rex Fisher (Hon).

VINT TW: 1. Willie Ward (Yam).

VINT SGL: 1. Jessy Millier (Hon).



Peter Lewis and Jamie Macy lead in sidecar action Speedway USA in Victorville, California.

Lewis, Macy explode at Firecracker Speedway

By Mike Maher

VICTORVILLE, CA, JULY 4
The standing-room-only crowd at Speedway USA for the speedway sidecar Firecracker Derby saw fireworks on and off the track, with the team of Peter Lewis and Jamie Macy taking the hard-earned title.

Lewis and Macy established themselves as early favorites as the only team to score victories in each of their first three heat races for a perfect nine points. Dean Steele and Dwayne King, Dirk Gardner and Doug Lynch and Duane Carmont and Rich Tarling were all breathing down Lewis and Macy's necks with eight points. Steve Stanton and Jack Straw were still in the hunt with seven.

Gardner and Lynch and Steele and King each took wins in their round-four heats. Then Lewis and Macy, Stanton and Straw and Carmont and Tarling all met, along with Dave and Ray Stephens in the next heat. A crash knocked Stanton and Straw out, caused Stephens and Stephens to be disqualified and left Tarling with an injured hand and ribs. With King filling in for Tarling, Carmont made the restart. Lewis and Macy pulled out the victory at the last moment. After Clyde Dennen and Dale Leeder won the final round-four heat, the points stood at Lewis and Macy, 12; Steele and King and Gardner and Lynch, 11; and Carmont and Tarring, 10.

In the final heat round Joe Petrgalovic and John Abright beat Carmont and King, Ian Stewart and Chris Chapman dusted Struin Glass and Mike McDonnell and Dan Lameroux and Mike Moreno defeated Alan Hall and Dirk Votaw in two rig races.

Now it was time for the main event. A victory by Lewis and Macy and the title was theirs. If they finished second to Steele and King or Gardner and Lynch there would be a championship runoff and if they finished behind them the title would go to the winner. Lewis and Macy did not let the suspense last long. They shot out into the lead at the start and stayed there, although Gardner and Lynch made them work for it, finishing second in the race and second overall.

Results

SDCR: 1. Peter Lewis/Jamie Macy; 2. Dirk Gardner/Doug Lynch; 3. Duane Carmont/Rich Tarting/Dwayne King; 4. Dean Steele/Dwayne King; 5. Dan Stewart/Chris Chapman.

HDCP: 1. Eddie Castro; 2. John Aden; 3. Walt Famum; 4. Michael Hull; 5. Kon Baur.

SUP: 1. Josh May; 2. Bryan Thompson; 3. Rick Seip; 4. Terry McCurdy; 5. Mike Boyle.

Wilson in bloom at Red Bud Motocross

By Larry Witmer

BUCHANAN, MI, JULY 6
Jimmy Wilson enjoyed a perfect evening in the 250cc B class at the sixth round of Red Bud Track and Trail's Suzuki Motocross Series.

A crowd estimated at 8000 turned out to watch as 700 racers competed in the final round of the series. Prizes were given by Malcolm Smith, FMF, Scott and Nine One One MX Shop, with plenty of Suzuki contingency money awarded.

In the final moto in the 250cc B division, Wilson grabbed the holeshot with Jeff Beckle and Russell Bibbs in contention. A first-corner pile-up took out Mike Hansma, Richard Watson, and Steve Kiesler. Wilson wasted the field on the opening lap, opening up a huge lead. Beckle and Bibbs came together in the infield rackers, but kept their momentum. At the end of the second lap, Wilson held a four-second lead over Beckle. Dax Kastrin had moved into third, Alan Sherlock was up to fourth and Jeremy Schmidt was fifth. Gibbs crashed out of the top five during the second lap in the sand switchbacks. Beckle threw away his Suzuki in the back sand section, dropping out the top five. Wilson came home with an easy win over Kastrin, with Geg Lykens on the gas for third. Sherlock and Schmidt came home fourth and fifth.

Brett Wagner took the win in the highly competitive Auto (4-6) division. He battled with Chris Rose and Caleb Jorgenson. Rose nailed the first-moto holeshot, but his front end washed out in the first corner. Wagner came out of the second corner with the lead over Jorgenson and David Bacon. Rose was back up to fourth by the second lap, but slid out again while dicing with Jorgenson on the fourth lap. Wagner kept cool and clean out front for the opening-moto win. Wagner and Rose came out to do battle in the second moto, with Rose leading the way until he got caught in traffic. Wagner worked the traffic to his advantage, taking the moto win and the overall. Rose came in second overall with 4-2 motos, and Jorgenson rounded out the top three with 3-3 motos.

Results

25+: 1. John Sier (Kaw); 2. Randy Emerick (Hon); 3. Bobby Wagner (Suz); 4. Jay Wagner (Yam); 5. David Kesington (Suz).

30+: 1. Larry Witmer (Suz); 2. Connie Feist (Suz); 3. Bobby Wagner (Suz); 4. John Sier (Kaw); 5. Jeff Butheland (Suz).

35+: 1. Connie Feist (Suz); 2. Larry Witmer (Suz); 3. Gregg Althoff (Yam); 4. Gregg Lykens (Suz); 5. Tim Smith (Suz).

40+: 1. Jeff Heaston (Kaw); 2. Todd White (Suz); 3. Tim Smith (Suz); 4. Gordon Baird (Suz); 5. Harold Turner (Hon).

50+: 1. Roger Lewis (Hon); 2. William Hagar (Hon).

125 (12-15): 1. Jason McDonald (Suz); 2. Brandon Springstead (Hon); 3. Randy Valade (Kaw); 4. Casey Wood (Kaw); 5. Randy Doviak (Suz).

125 A: 1. Ryan Clark (Suz); 2. Connie Feist (Suz); 3. Thomas Barron (Suz); 4. James Abbott (Suz); 5. Nate Eslinger (Kaw).

125 B: 1. Jimmy Wilson (Suz); 2. Dax Kastrin (Suz); 3. Jason McDonald (Suz); 4. Randy Doviak (Suz); 5. Richard Watson (Suz).

125 C: 1. David Dettel (Suz); 2. Keith Lewis (Yam); 3. Jacob Vander (Hon); 4. Mark Mason (Suz); 5. Darrell Smith (Suz).

16-24: 1. Mike Hansma (Hon); 2. Darick Stevens (Yam); Nate Esliger (Kaw); 4. Dane Grivicic (Hon); 5. Steve Kaylor (Yam).

250 A: 1. Jay Wagner (Yam); 2. Kelly Smith (Suz); 3. Thomas Barron (Suz); 4. Ryan Clark (Suz); 5. Keith Sheldon (Suz).

250 B: 1. Jimmy Wilson (Suz); 2. Dax Kastrin (Suz); 3. Gregory Lykens (Suz); 4. Alan Sherlock (Yam); 5. Jeremy Schmidt (Hon).

250 C: 1. Kenneth O'Conner (Kaw); 2. Mark Engle (Hon); 3. Russ Dombrowski (Hon); 4. Joe Henke (Buz); 5. Kevin Stewart (Kaw).

60: 1. Bradley Ripple (Kaw); 2. Chris Lazzaretto (Kaw); 3. Jake Marsack (Kaw); 4. Grant Moreland (Kaw); 5. Joe Penrod (Kaw).

80 (12-15): 1. Randy Valade (Kaw); 2. Brandon Springstead (Hon); 3. Joe Brewer (Kaw); 4. Darby Fawler (Suz); 5. Jon Penrod (Kaw).

80: 1. Bradley Ripple (Suz); 2. Andy Weber (Suz); 3. Dustin Pulley (Suz); 4. Brent Yennior (Hon); 5. Chris Lazzaretto (Suz).

80 C: 1. Charles Roach (Yam); 2. Jeff Birard (Yam); 3. Chris Irey (Kaw); 4. Justin Bates (Yam); 5. Willy Vander (Yam).

N-CUR: 1. Paul Novelo (Hon); 2. Cory Sutherland (Hon); 3. Brian Johnson (Kaw); 4. Russell Orr (Kaw); 5. Andy Cook (Hon).

AUTO (4-6): 1. Brett Wagner (LEM); 2. Chris Rose (LEM); 3. Caleb Jorgenson (LEM); 4. David Bacon (LEM); 5. Joe Cazzaretto (KTM).

AUTO (7-8): 1. Liam Murphy (Cob); 2. T.J. Auten (Cob); 3. Brandon Ross (Cob); 4. Jake Fricker (Cob); 5. Justin Hager (Cob).

AUTO S/STK: 1. Rodney BeMiller (Yam); 2. David Kwast (Yam); 3. Mike Sutherland (Yam); 4. James Scaglin (Suz); 5. Jeremy Arney (Yam).

Watson wicks it up at Red Bud Motocross

By Larry Witmer

BUCHANAN, MI, JUNE 29
Richard Watson Jr. cleaned up in the 125/250cc B divisions at B&E Honda Night at Red Bud Track and Trail.

Brad Cannon won the 12- to 15-year-old division over hard-charging Mike Ely. Cannon raced perfect 1-1 motos to claim his victory.

Richard Watson won the 125cc B division over Ryan Dewey. Watson took the opening-moto win convincingly from the holeshot to the checkers. Dewey had to work for third in the opening moto. Dewey had to charge through the pack after going down in the sand switch-backs early in the moto. Pete Sassano grabbed the number-two position in the opening moto, and claiming a third in the final moto good for the third overall for the day.

Dewey pulled the second-moto shot and held the winning position for the moto. Meanwhile Watson had to work through the field after a sixth-place start. Once Watson moved his Suzuki through the pack into second, Dewey was long gone. Watson took the overall win with 1-2 finishes. Dewey had a bad opening moto, taking third, which combined with his final-moto win for second overall.

Results

125 B: 1. Richard Watson (Suz); 2. Ryan Dewey (Hon); 3. Pete Sassano (Suz); 4. Duwayne Leadingham (Suz); 5. Ian Keen (Hon).

250 B: 1. Richard Watson (Suz); 2. Mike Hansma (Hon); 3. Alan Sherlock (Yam); 4. Jeff Beckle (Suz); 5. Rodd Nelson (Suz).

25+: 1. Jay Wagner (Yam); 2. Darren Borcherding (Yam); 3. Dave Kessington (Suz); 4. Todd Flickenger (Kaw); 5. Brian Woodbury (Kaw).

30+: 1. Larry Witmer (Suz); 2. Todd Flickenger (Kaw); 3. David Kwast (Yam); 4. Bogdon Skornog (Hon).

35+: 1. Larry Witmer (Suz); 2. Gregg Althoff (Yalm); 3. John Rook (Hon); 4. Mark Bury (KTM); 5. Perry Stabler (Suz).

125 (12-15): 1. Brad Cannon (Kaw); 2. Mike Ely (Suz); 3. Mike Bukowski (Hon); 4. Ryan Stevenson (Suz).

125 A: 1. Jay Wagner (Yam); 2. Mike Mensinger (Hon); 3. Marshall Kintzell (Kaw); 4. Doug Finley (Suz); 5. Ryan Geister (Suz).

125 C: 1. Jacob Vander (Hon); 2. Justin Kegnerus (Hon); 3. Steven Poschke (Suz); 4. Jason Roland (Suz); 5. Jeremy Slater (Suz).

16-24: 1. Mike Hansma (Hon); 2. Marshall Kintzele (Kaw); 3. Mike Mensinger (Hon); 4. Mike Sassano (Suz); 5. Tim Garber (Kaw).

250 A: 1. Jay Wagner (Yam); 2. Chuck Hamilton (Yam); 3. Darren Borcherding (Yam); 4. Jason Lewis (Hon); 5. Gregg Wegenke (Kaw).

250 C: 1. Russ Dombrowski (Hon); 2. Ken O'Conner (Kaw); 3. Rick Pountain (Hon); 4. Adam Papranec (Suz); 5. Ben Rebey (Hon).

60: 1. Bradley Ripple (Kaw); 2. Matt Haag (Kaw); 3. Joe Craigo (Kaw); 4. Ronnie Mead (Kaw).

80 (12-15): 1. Randy Woodring (Yam); 2. Nick Vaughn (Kaw); 3. Aaron Yoder (Suz); 4. Kyle Kohler (Yam).

80 (7-11): 1. Bradley Ripple (Suz); 2. Brandon Bonine (Yam); 3. Joe Craigo (Kaw); 4. Jason Sweeney (Hon).

80 C: 1. Chris Irey (Kaw); 2. William Vander (Yam); 3. Jeff Girard (Yam); 4. Eric Abbott (Kaw); 5. Matt Smith (Yam).

N-CUR: 1. Todd Williams (Yam); 2. Brad Goins (Hon).

AUTO (4-6): 1. Ivan Hays (KTM); 2. Tom Fisher (KTM); 3. Jeff Gokee (KTM); 4. Bob Wisniewski (KTM).

AUTO (7-8): 1. Mike Loy (KTM).

AUTO S/STK: 1. Rodney BeMiller (Yam); 2. David Kwast (Yam); 3: Oscar Azeved (Yam); 4. Richard Mead (Yam); 5. Zaccary Hays (Yam).

Vets reunite at Smith Road Raceway Motocross

By Carl Davis

MEDINA, OH, JULY 4
Some of Ohio's top riders returned to Smith Road Raceway to spend their holiday racing at the legendary Ohio track.

All of the Vet classes were loaded with riders as the old guys took advantage of the chance to ride the track where many first started their racing career. Back in the 1970s, Smith Road was *the* track, and George Singler and crew had the track groomed to perfection just like the old days.

Corey Dolinar started things out in the 25+ class, taking top honors after a hard-fought battle with Ray Vagarasato and George Fanelli. Dolinar returned to nab second-place money in the Pro class in a good ride.

Fanelli returned to win the 30+ class, moving past David Fletterick late in the moto to secure the win, with John Bell claiming third behind Fletterick.

The 40+ class was one of the largest classes of the day and Ron Laughlin had his Yamaha singing his song to take the win.

Ohio hotshoe Vince Karnow took control of the Pro class, leaving the others behind to battle for second. Dolinar was on the move to stay a steady second, while C.J. Klein cruised home in third at his home track after moving through the pack.

Results

50: 1. Randy Pierpoint (Cob); 2. John Szymanski (LEM); 3. James Morrison (KTM); 4. Cody Anderson (KTM); 5. Damon Bauer (Yam).

80 JR: 1. Kyle Palteri (Kaw); 2. Jeff Massie (Yam); 3. Brac Bauer (Kaw); 4. Randy Pierpoint (Kaw); 5. Daniel Erken (Suz).

80 SR: 1. Justin Stone (Yam); 2. George Erker (Yam); 3. Mike Grakauskas (Kaw); 4. Mike Piironek (Hon).

125 C D-1: 1. Tig Rowles (Hon); 2. Lewis Cooke (Suz); 3. Sandy Pfister (Yam); 4. Brian Crist (Hon); 5. Shawn Hendrickson (Kaw).

125 C D-2; 1. Gerrett Baur (Hon); 2. Jeff Graham (Kaw); 3. Jeff Heestand (Hon); 4. Gabe Stahl (Suz); 5. Scott Smith (Suz).

125 B: 1. Matt Feasel (Kaw); 2. Darin Zaremba (Yam); 3. Jeremy Caudill (Yam); 4. Jim Lackman (Yam); 5. Shane Rapose (Suz).

250 C: 1. Craig Smith (KTM); 2. Joey Lewis (Yam); 3. Don Archer (Kaw); 4. Brent Belsole (Hon); 5. Brandon Jones (Kaw).

250 B: 1. Rich Sweat (Hon); 2. Phil Smith (Kaw); 3. Chad Goodwin (Hon); 4. Bob Connock (Hon); 5. Cory Mason (Yam).

500: 1. Jeff Hillis (Hon); 2. John Bell (Hon); 3. Jim Skoll (KTM); 4. Kevin Deyling (Hon); 5. Scott Beard (Yam).

25+: 1. Corey Dolinar (Hon); 2. Ray Vagarasato (Hon); 3. George Fanelli (Suz); 4. Chad Coon (Hon); 5. Dan Kunsman (Hon).

30+: 1. George Fanelli (Suz); 2. David Fletterick (Hon); 3. John Bell (Hon); 4. Larnie Singbird (Hon); 5. Randy Evans (Yam).

40+: 1. Ron Laughlin (Yam); 2. Carl Davis (Kaw); 3. John Rorde (Yam); 4. Butch Baur (Hon); 5. Dave Taube (Hon).

PRO: 1. Vince Karnow (Kaw); 2. Corey Dolinar (Hon); 3. C.J. Klein (Kaw); 4. Chad Goodwin (Hon); 5. Bill Ball (Hon)

EXTRA: 1. Darin Zaremba (Yam); 2. Jeremy Caudill (Yam); 3. Randy Evans (Yam); 4. Ron Laughlin (Yam); 5. Steve Schroeder (Suz).

Fourth features Family Feud GP

By Don Browning

MODARYVILLE, IN, JULY 4
RPM held their third race at Leisure Time with a very enthusiastic group of riders who enjoyed the Fourth of July by waging their own battles on a tough, challenging motocross track at the Family Feud GP.

The racing started with the Automatic classes. Ginger Bush aboard her KTM was the first to the doubles, followed by D.L. Flaugh aboard his Yamaha. By the end of the first lap Bush had stalled, holding up Flaugh. Jake Hinds seized the opportunity by motoring his Cobra past and hold first to the flnish. Meanwhile, Rebekah Suetkamp and her younger sister Andrea were staging their own duel with Rebekah getung the better of her sibling.

In the second moto, Jake Hind's holeshot was short-lived as he high-sided in one of the many whoops, giving Bush the lead. Bush crashed and lost time and position to D.L. Flaugh and Rebekah Suetkamp. By the time Hinds got his Cobra going, the finishing order was set with Flaugh crossing the line first for the overall. Suetkamp followed in second to earn fourth overall, with Ginger Bush half a bike length behind claiming third in the race and second overall.

In other action, Eric Nightingale pulled his air-cooled 1983 Honda 480 out of mothballs and grabbed the holeshot in the 30+ class. Nightingale managed to open a sizable lead until the fourth lap, when he got crossed up on a jump and cased on the crest of a whoop. By the time he could restart the pack had passed him, but by the end of the moto he had worked his way back into second, following Dan Thews the leader.

In the second moto, Thews aboard his Service Honda-sponsored CR260 pulled the holeshot ahead of Perry Stabler and Nightingale. Nightingale used the mighty power of his open bike to overtake Stabler on the downhill ski jump and then close on Thew. Before the first lap had ended, Nightingale powered around Thews in the back sweeper. At the finish, Nightingale took the win in the 30+ A class with Thews finishing in second for first overall in the 30+ B class.

Results

AUTO D-1: 1. Andrea Suetkamp.

AUTO D-2: 1. D.L. Flaugh; 2. Rebekah Suetkamp; 3. Ginger Bush; 4 Jake Hinds.

60: 1. Mike Ely; 2. Robble Conklin; 3. Chris Scott; 4. Jake Hinds.

80 JR: 1. Aaron Williams; 2. Robble Conklin; 3. Mike Ely; 4. Chris Scod.

80 SR: 1. Jeff Cook; 2. Adam Wofasinski. 3. Jimmy Johnson; 4. Kenneth Hohn.

80 OPEN: 1. Jeff Cook; 2. Jimmy Johnson; 3. Kenneth Hohn; 4. Adam Wojasinski.

125 A: 1. Joe Subart.

125 B: 1. Dane Grivicic; 2. Josh Jones; 3. Jason Williams; 4. Jeremy Guffey.

125 C: 1. Dan Thews; 2. Steve Grivicic. 3. John Billose; 4. Johnathan McCauley.

250 A: 1. Joe Subart.

250 B: 1. Chris Wolfe; 2. Terry Johnston.

250 C: 1. Dan Thews; 2. Jason Herring; 3. Rodney Jordan; 4. Mike Schaffer.

12-15: 1. Steve Grivicic; 2. Justin Cherry.

16-24: 1. Dane Grivicic; 2. Luke Chidester; 3. Ken Harmor.

25+ A 1 Joe Subart.

30+ A 1 Eric Nightingale.

30+ B: 1. Dan Thews; 2. Perry Stabler; 3. Tony Williams; 4. John Huffman.

40+: 1. Roger Lewis; 2. Randy Gordon; 3. Robert Schmitt; 4. Richard Allen.

Roberti roosts Coos Bay Road Race

By Gus Gustafson

COOS BAY, OR, JULY 7
Shawn Roberti led the pack in 600 and 750cc Supersport action at the Coos Bay International Speedway.

The heated action in the first race was between Shon Hart and Aki Shigeno. Hart followed Shigeno through the first half but then began to make his move at the head of turn three. Shigeno closed the door on him, fighting to maintain control through a rear-tire slip in the chicane. Hart attacked the race course with vigor, but despite a last-lap pass attempt down the long straight, Shigeno took second.

Hart led the pack from lap two in a masterful Open Supersport performance. Hart took the

number-one position away from Kevin LaFavor in the points standings in 600 and 750cc Supersport, as well as leading the Open Supersport. Hart's gain in the standings can be attributed to a no-show by Kevin LaFavor.

BMW racers were present in force for the Heavy and BMW Twins classes and gave the crowd quite a spectacle today. Despite the rather ungainly appearance of the BMW twins, spectators were electrified by the machines' booming exhaust note. Ward Rogers took first ahead of husband and wife Jay and Anrita Ibold.

Results

OPEN S/SPRT: 1. Shon Hart (Hon); 2. Robert Underwood (Yam); 3. Joe Zueger (Suz); 4. David Morgan (Duc); 5. Craig Hansen (BMW).

OPEN S/BK: 1. Robert Underwood (Yam); 2. Joe Zueger (Suz); 3. David Morgan (Duc); 4. Craig Hansen (BMW).

750 S/SPRT: 1. Shawn Roberta (Kaw); 2. Shon Hart (Hon); 3. Aki Shigeno (Hon); 4. Joe Zueger (Suz); 5. David Morgan (Duc).

600 S/SPRT: 1. Shawn Roberta (Kaw); 2. Aki Shigeno (Hon); 3. Shon Hart (Hon); 4. Stephen Pugsley (Hon); 5. Mark Zueger (Yam); 6. George Wilkinson (Hon).

600 S/BK: 1. Aki Shigeno (Hon); 2. Tom Smith (Kaw); 3. Mark Zueger (Yam); 4. George Wilkinson (Hon).

BMW TW: 1. Ward Rogers (BMW) 2. Jay Ibold (BMW); 3. Anrita Ibold (BMW); 4.Tom Shanley (Yam); 5. Glen Campbell (BMW).

HVY TW: 1. Kurt Mund (BMW); 2. Shon Hart (BMW); 3. Carl Nagy (Suz); 4. Craig Hansen (BMW); 5. Roland Waters (Duc).

LT TW: 1. Stephen Pugsley (Hon); 2. Tyler Sandeff (Kaw); 3. Brian Badura (Hon); 4. Mike Gillette (Yam); 5. Randy Breen (Hon).

SGL: 1. Ward Rogers (BMW); 2. Dan Nebelsick (Yam); 3. Mike Gillette (Yam); 4. Jay Ibold (BMW); 5. Tom Shanley (Hon).

LT S/SPRT. 1. Stephen Pugsley (Hon); 2. Tyler Sander (Kaw); 3. Brian Badura (Hon).

YSR: 1. Dave Cook (Yam); 2. Shon Hart (Yam); 3. Tyler Sandell (Yam).

Northrup makes splash at Canyon Lake Hillclimb

By Bud Northrup

DANVILLE, IL, JULY 7

Jason Northrup proved to be the hottest rider at the Canyon Lake clubgrounds with a blistering 2.807-second ride on his CR500, taking the win in the 500cc class and his fifth fast time award of the season.

In the Micro Mini 50cc class, 7-year-old Zachary Duncan rode 83 feet up the 102-foot hill to claim first place, just two feet farther than 7-year-old Derrick Dallman, who climbed 81 feet for second place. Derrick's 5-year-old brother, Brandon, was only two feet behind him with a 79-foot effort on his Honda for third. Another foot behind Brandon, we had a 78-foot fourth-place tie between Justin Trent and Alan Petty. Trent won the tie breaker to take the fourth-place trophy with Alan taking fifth.

Jackie Mason II resumed his winning ways in the 85cc Youth class, topping the hill in a very good 3.798 seconds on his second ride, overtaking Matt Weaver, who had turned in a 4.149-second first-round run to take the class lead at the break. Tate Pearson stopped the clock in 4.405 seconds for third place, while Anthony DeHart topped the hill in 4.733 seconds for fourth. Cody Mason filled out the top five with a 4.752-second run.

David Peirson continued his unbeaten season in the 200cc class on his fine-running and good-looking 1984 KDX200, posting 3.674 seconds. Mark Schroeder recorded 3.759 seconds on his stock-length CR125 for second place, while Justin Meyers picked up third place in 3.786 seconds on his KX125. Mark Goodman Jr. put his KX125 over in 4.187 seconds for fourth place, and Richard Matthews finished fifth on his RM125 in 4.648 seconds.

Steve Shafer picked up his second win of the year in the 400cc class with a 3.513-second first-round ride on his YZ400. Current class points leader Paul Hackbarth was close behind Shafer with a 3.526-second ride on his first ride, but crashed on his second run. Paul Hillard pulled in third place in 3.639 seconds, with Tracy Green riding to a 3.679-second fourth-place finish. Doug Campbell filled out the top five with a 3.863-second ride. CN

Results

50 AUTO: 1. Zachary Duncan (Suzz); 2. Derrick Dallman (Hon); 3. Brandon Dallman (Hon); 4. Justin Trent (Yam); 5. Alan Petty (KTM).

0-85 YTH: 1. Jackie Mason II (Hon); 2. Matt Weaver (Kaw); 3. Tate Pearson (Kaw); 4. Anthony DeHart (Hon); 5. Cody Mason (Yam).

200: 1. David Peirson (Kaw); 2. Mark Schroeder (Hon); 3. Justin Meyers (Kaw); 4. Mark Goodman Jr. (Kaw); 5. Richard Matthews (Suz).

250: 1. Brent Stewart (Yam); 2. Andy Fortner (Suz); 3. Jackie Mason II (Hon); 4. John Brady (Yam); 5. Craig DeHart (Hon).

400: 1. Steve Shafer (Yam); 2. Paul Hackbarth (Yam); 3. Paul Hillard (Yam); 4. Tradcy Green (Yam); 5. Doug Campbell (Hus).

500: 1. Jason Northrup (Hon); 2. Darrell Trent (Hon); 3. Andy Fortner (Hon); 4. Paul Hackbarth (Hon); 5. Mark Shafer (Hon).

750: 1. Walter Geralds (Kaw); 2. Scott Petty (Yam); 3. Bob Glenn (KTM); 4. Jason Northrup (Kaw); 5. Jim Hillard (Kaw).

OPEN: 1. John Hillard (H-D); 2. Scott Hardey (Kaw); 3. Bob Urnikis (Kaw).

SR: 1. Craig DeHart (Hon); 2. Bob Glenn (KTM); 3. Roger Hackbarth (Hon); 4. Chuck Heng (Kaw).

400 EXHIB: 1. Jackie Mason (Hon); 2. Andy Fortner (Suz).

OPEN EXHIB: 1. Andy Fortner (Hon); 2. Jason Northrup (Hon); 3. David Duncan (Hon).

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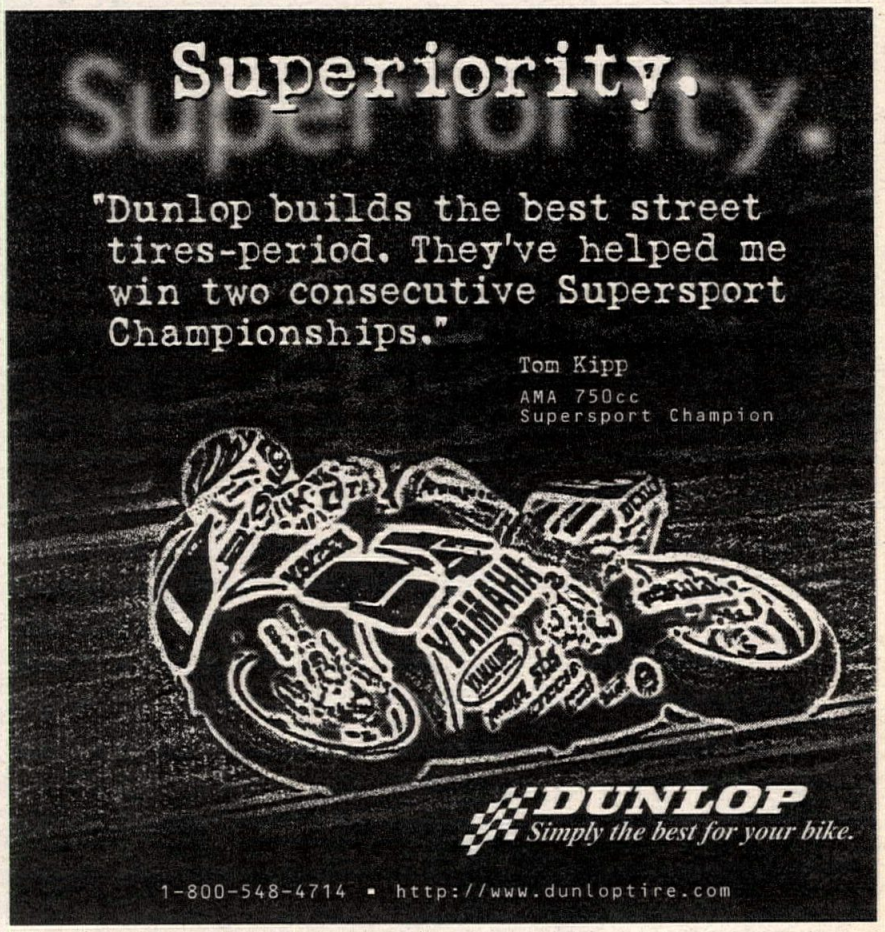

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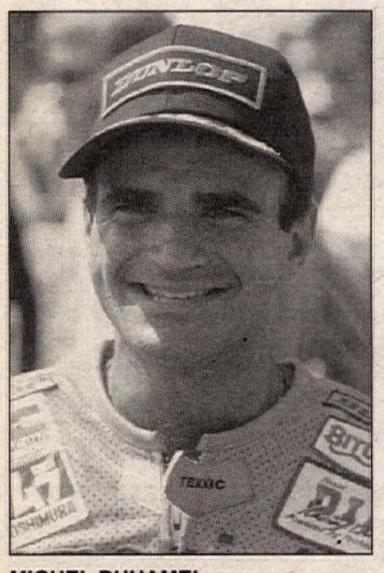
LEADERBOARD

1996 Championship Point Standings



MIGUEL DUHAMEL

ROAD RACING

500cc WORLD CHAMPIONSHIP
(After 9 of 14 rounds)

1. Michael Doohan (Hon), Australia (191/6 wins)
2. Alex Criville (Hon), Spain (129)
3. Luca Cadalora (Hon), Italy (113/2 wins)
4. Alex Barros (Hon), Brazil (100)
5. Norifumi Abe (Yam), Japan (94/1 win)
6. Scott Russell (Suz), Alpharetta, GA (86)
7. Alberto Puig (Hon), Spain (67)
8. Tadayuki Okada (Hon), Japan (63)
9. Jean-Michel Bayle (Yam), France (60)
10. Carlos Checa (Hon), Spain (48)

250cc WORLD CHAMPIONSHIP
(After 9 of 14 rounds)

1. Max Biaggi (Apr), Italy (199/6 wins)
2. Ralf Waldmann (Hon), Germany (146/2 wins)
3. Tetsuya Harada (Yam), Japan (97/1 win)
4. Jurgen Fuchs (Hon), Germany (96)
5. Oliver Jacque (Hon), France (92)
6. Luis d'Antin (Hon), Spain (80)
7. Nobuatso Aoki (Hon), Japan (72)
8. Tohru Ukawa (Hon), Japan (61)
9. J.P. Ruggia (Hon), France (49)
10. Luca Boscoscuro (Apr), Italy (43)

125cc WORLD CHAMPIONSHIP
(After 9 of 14 rounds)

1. Haruchika Aoki (Hon), Japan (154/1 win)
2. Masaki Tokudome (Apr), Italy (120/3 wins)
3. Stefano Perugini (Apr), Italy (119/3 wins)
4. Tomomi Manako (Hon), Japan (101)
5. Emilio Alzamora (Apr), Italy (94/1 win)
6. Noboru Ueda (Hon), Japan (93)
7. Peter Oettl (Apr), Germany (77/1 win)
8. Kazuto Sakata (Apr), Japan (68)
9. Valentino Rossi (Apr), Italy (57)
10. Ivan Goi (Hon), Germany (51)

WORLD SUPERBIKE CHAMPIONSHIP
(After 6 of 12 rounds)

1. Troy Corser (Duc), Australia (204/4 wins)
2. Aaron Slight (Hon), New Zealand (200/1 win)
3. Carl Fogarty (Hon), Great Britain (170/2 wins)
4. John Kocinski (Duc), Modesto, CA (157/3 wins)
5. Colin Edwards II (Yam), Conroe, TX (123)
6. Pier-Francesco Chili (Duc), Italy (117/1 win)
7. Simon Crafar (Kaw), New Zealand (112)
8. Anthony Gobert (Kaw), Australia (84/1 win)
9. Neil Hodgson (Duc), England (62)
10. Mike Hale (Hon) Carrollton, TX (57)

AMA SUPERBIKE SERIES
(After 8 of 10 rounds)

1. Miguel DuHamel (Hon), Canada (230/4 wins)
2. Doug Chandler (Kaw), Salinas, CA (220/1 win)
3. Tom Kipp (Yam), Chardon, OH (215)
4. Pascal Picotte (Suz), Canada (199/1 win)
5. Mat Mladin (Suz), Australia (193)
6. Shawn Higbee (Duc), Manhattan Beach, CA (163)
7. Larry Pegram (Duc), Baltimore, OH (148)
8. Aaron Yates (Suz), Milledgeville, GA (145)
9. Thomas Wilson (H-D), Oregon, OH (125)
10. Steve Crevier (Hon), Canada (124)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 8 of 11 rounds)

1. Miguel DuHamel (Hon), Canada (264/5 wins)
2. Thomas Stevens (Kaw), Sanibel Island, FL (238)
3. Doug Toland (Hon), Buena Park, CA (201)
4. Gerald Rothman Jr. (Hon), Manchester, CT (194)
5. Ben Bostrom (Hon), Redondo Beach, CA (193)
6. Andrew Stroud (Hon), New Zealand (179/1 win)
7. Todd Harrington (Kaw), St. Charles, IL (178/1 win)
8. Matt Wait (Hon), Lodi, CA (166)
9. Mike Smith (Kaw), Canton, GA (145/1 win)
10. Steve Crevier (Hon), Canada (129)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 8 of 10 rounds)

1. Pascal Picotte (Suz), Canada (272/4 wins)
2. Aaron Yates (Suz), Milledgeville, GA (266/4 wins)
3. Mark McDaniel (Suz), Santa Rosa, CA (221)
4. Michael Barnes (Suz), Boca Raton, FL (218)
5. Mark Miller (Suz), Long Beach, CA (187)
6. Jim Leslie (Suz), Ridgefield, CT (172)
7. Mark Black (Suz), Austin, TX (152)
8. James Randolph (Suz), Santa Rosa, CA (149)
9. Dale Kieffer (Suz), St. George, UT (113)
10. Jason Pridmore (Kaw), Ventura, CA (112)

AMA 250cc GRAND PRIX SERIES
(After 8 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (288/8 wins)
2. Randy Renfrow (Hon), Fredericksburg, VA (198)
3. Kristian Kass (Yam), Paramount, CA (230)
4. Mark Foster (Yam), San Juan Capistrano, CA (227)
5. Perry Meineciuc (Hon), Lehigh Acres, FL (175)
6. Bobby Keith (Yam), Redwood City, CA (172)
7. Cliff Tolley (Yam), Long Beach, CA (161)
8. John France (Hon), Melbourne, FL (150)
9. Roland Sands (Yam), Long Beach, CA (139)
10. Jason Roth (Yam), Dublin, CA (114)

AMA/PROGRESSIVE INSURANCE H-D SUPERTWINS SERIES
(After 8 of 11 rounds)

1. Ben Bostrom, Redondo Beach, CA (250/4 wins)
2. Dave Estok, Daytona Beach, FL (201/1 win)
3. Hikaru Miyagi, Newport Beach, CA (182)
4. Nate Wait, Lodi, CA (178)
   Matt Wait, Lodi, CA (178/2 wins)
6. Daigoro Suzuki, Brea, CA (172)
7. Mark Black, Austin, TX (164)
8. Brian Gibbs, Stockbridge, GA (162)
9. Eric Bostrom, Marina Del Rey, CA (150)
10. Richie Morris, Daytona Beach, FL (115)
    Stephen Vlasblom, Las Vegas, NV (115)

MOTOCROSS

AMA U.S. SUPERCROSS SERIES
(After 15 of 15 rounds)

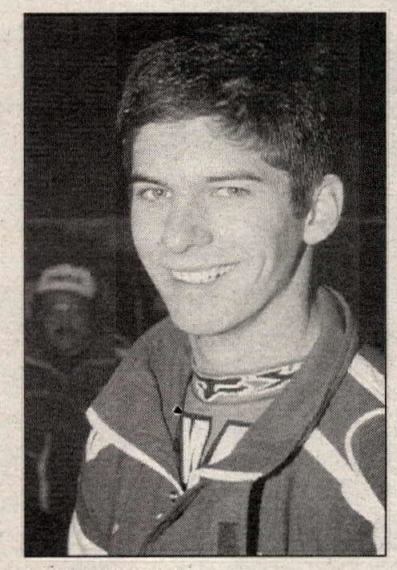
1. Jeremy McGrath (Hon), Canyon Lake, CA (372/14 wins)
2. Jeff Emig (Kaw), Riverside, CA (240/1 win)
3. Ezra Lusk (Suz), Bainbridge, GA (215)
4. Ryan Hughes (Kaw), Escondido, CA (202)
   Phil Lawrence (Kaw), Menifee, CA (202)
6. Mike LaRocco (Suz), South Bend, IN (200)
7. Damon Bradshaw (Yam), Mooresville, NC (187)
8. Larry Ward (Hon), Florence, SC (178)
9. Damon Huffman (Kaw), Acton, CA (172)
10. Brian Swink (Hon), Reddick, FL (156)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 11 of 11 rounds)

1. Mickael Pichon (Kaw), France (232/6 wins)
2. John Dowd (Yam), Chicopee, MA (207/2 wins)
3. Nathan Ramsey (Suz), Hixson, TN (162)
4. Scott Sheak (Suz), Hudson, NY (137)
5. Brian Deegan (Hon), Bellevue, NE (136)
6. Tim Ferry (Suz), Palm Harbor, FL (128)
7. Cory Keeney (Yam), Oakdale, MN (109)
8. Davey Yezek (Suz), Mount Pleasant, PA (106)
9. Brry Carsten (Suz), Bayville, NJ (90)
10. Shaun Perolio (Kaw), Tampa, FL (79)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 8 of 8 rounds)

1. Kevin Windham (Yam), Baton Rouge, LA (170/6 wins)
2. James Dobb (Suz), Corona, CA (127)
3. Kim Ashkenazi (Hon), Australia (99)
4. Greg Schnell (Suz), Cucamonga, CA (97)
5. Mike Brandes (Suz), Ukiah, CA (89)
6. Casey Johnson (Kaw), Hesperia, CA (85)
7. Pedro Gonzalez (Hon), Mexico (73)
8. Jeff Willoh (Hon), Glendale, CA (58/1 win)
9. David Pingree (Kaw), Menifee, CA (52)
10. David Vuillemin (Kaw), France (45)



KEVIN WINDHAM

AMA 250cc NATIONAL MX CHAMPIONSHIP SERIES
(After 8 of 13 rounds)

1. Jeremy McGrath (Hon), Canyon Lake, CA (379/5 wins)
2. Jeff Emig (Kaw), Riverside, CA (334/2 win)
3. Mike LaRocco (Suz), South Bend, IN (266)
4. Greg Albertyn (Suz), Corona, CA (252/1 win)
5. Brian Swink (Hon), Reddick, FL (208)
6. Larry Ward (Hon), Florence, SC (200)
7. Kyle Lewis (Yam), Rosamond, CA (199)
8. Jimmy Button (Yam), Phoenix, AZ (188)
9. Damon Bradshaw (Yam), Mooresville, NC (170)
10. Doug Henry (Yam), Oxford, CT (165)

AMA 125cc NATIONAL MX CHAMPIONSHIP SERIES
(After 8 of 13 rounds)

1. Steve Lamson (Hon), Riverside, CA (358/6 wins)
2. John Dowd (Yam), Chicopee, MA (269)
3. Kevin Windham (Yam), Baton Rouge, LA (252/2 wins)
4. Tim Ferry (Suz), Palm Harbor, FL (223)
5. Mickael Pichon (Kaw), France (198)
6. Buddy Antunez (Kaw), Moreno Valley, CA (193)
7. Ezra Lusk (Suz), Bainbridge, Ga (185)
8. James Dobb (Suz), Corona, CA (178)
9. Chad Pederson (Kaw), Fort Dodge, IA (147)
10. Mike Craig (Hon), Lakeside, CA (139)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 6 of 22 rounds)

1. Will Davis (H-D), Goldsboro, NC (122/3 wins)
2. Scott Parker (H-D), Swartz Creek, MI (93/3 wins)
3. Rich King (Hon), Waterloo, IA (89)
4. Joe Kopp (H-D), Mica, WA (83)
5. Steve Morehead (H-D), Findlay, OH (69)
6. Kevin Varnes (Hon), Pottstown, PA (65)
7. Kevin Atherton (H-D), White Pigeon, MI (55)
8. Brett Landes (Hon), Los Gatos, CA (44)
9. Dave Camlin (H-D), Rock Island, IL (38)
10. Georgie Price IV (H-D), Sicklerville, NJ (31)

AMA 883cc NATIONAL CHAMPIONSHIP SERIES
(After 4 of 14 Rounds)

1. Georgie Price IV (H-D), Sicklerville, NJ (64/1 win)
2. Nate Wait (H-D), Lodi, CA (57)
3. Jess Roeder (H-D), Monroeville, OH (53/1 win)
4. Eric Bostrum (H-D), Marina Del Ray, CA (47/1 win)
   J.R. Schnabel (H-D), West Bend, WI (47)
6. Jason Fletcher (H-D), Gaylordsville, CT (45)
7. Mike Hacker (H-D), Prince George, VA (42/1 win)
8. Shaun Russell (H-D), San Jose, CA (37)
9. Robert Miller (H-D), New Holland, PA (36)
10. Scott Stump (H-D), Marion, OH (34)

STEVE MOREHEAD

AMA 600cc NATIONAL CHAMPIONSHIP SERIES
(After 1 of 3 rounds)

1. Steve Morehead (Rtx), Findlay, OH (23/1 win)
2. Georgie Price IV (Rtx), Sicklerville, NJ (19)
3. Ricky Graham (Hon), Salinas Valley, CA (16)
4. Rich King (Hon), Waterloo, IA (15)
5. Charlie Orr (Rtx), Dallas, TX (14)
6. Roger Durkee (Rtx), Dudley, MA (13)
7. Brett Landes (Rtx), Los Gatos, CA (12)
8. Kevin Atherton (Rtx), White Pigeon, MI (11)
9. Davey Camlin (Rtx), Rock Island, IL (10)
10. Terry Poovey (Rtx), Euless, TX (9)

SPEEDWAY

WORLD INDIVIDUAL CHAMPIONSHIP SERIES
(After 2 of 6 rounds)

1. Hans Nielsen (Jaw), Denmark (43/1 win)
2. Tommy Knudsen (GM), Denmark (41/1 win)
3. Tony Rickardsson (Jaw), Sweden (38)
4. Billy Hamill (GM), Monrovia, CA (36)
5. Gary Havelock (GM), Great Britain (27)
6. Greg Hancock (GM), Costa Mesa, CA (25)
7. Henrik Gustafsson (GM), Sweden (18)
8. Chris Louis (GM), Great Britain (17)
9. Craig Boyce (GM), Australia (12)
   Marvyn Cox (GM), Great Britain (12)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 5 of 9 rounds)

1. Randy Hawkins (Suz), Travelers Rest, SC (119/2 wins)
2. Ty Davis (Kaw), Hesperia, CA (106/3 wins)
3. Michael Lafferty (KTM), Millville, NJ (91)
4. Kevin Hines (CRE), East Wareham, MA (86)
5. Steve Hatch (Suz), Ithaca, NY (73)
6. Matt Stavish (KTM), Blaine, MN (55)
7. Kelby Pepper (Kaw), Center, CO (40)
8. Kevin Bennett (TM), Millville, NJ (28)
9. Patrick Garrahan (Kaw), Boulder Creek, CA (25)
10. Jason Dahners (KTM), Redmond, WA (23)

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 4 of 7 rounds)

1. Greg Zitterkopf (Kaw), Chino, CA (94/1 win)
2. Ty Davis (Kaw), Hesperia, CA (90/3 wins)
3. Paul Krause (Kaw), Irvine, CA (71)
4. Destry Abbott (KTM), Phoenix, AZ (65)
5. Jeff Capt (Hon), Glendora, CA (59)
6. Johnny Campbell (Hon), San Juan Capistrano, CA (58)
7. Donnie Book (Kaw), Gypsum, CO (44)
8. Abe Baumann (Kaw), Garden Grove, CA (42)
9. Jim Gray (KTM), Gunnison, CO (41)
10. Steve Hengeveld (Kaw), Phelan, CA (32)

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 4 of 9 rounds)

1. Rodney Smith (Suz), Oakley, CA (96/2 wins)
2. Steve Hatch (Suz), Ithaca, NY (75)
3. Jason Dahners (KTM), Redmond, WA (67)
4. Eric Mashbir (Hon), Oakland, CA (41)
5. Brian Garrahan (Kaw), Boulder Creek, CA (39)
6. Cole Marshall (Hon), Boulder Creek, CA (38)
7. Patrick Garrahan (Kaw), Boulder Creek, CA (30)
   Scott Summers (Hon), Petersburg, KY (30/1 win)
   Ty Davis (Kaw), Hesperia, CA (30/1 win)
10. Rob Kopp (Kaw), Mica, WA (29)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 7 of 12 rounds)

1. Steve Hatch (Suz), Ithaca, NY (144/2 wins)
2. Scott Summers (Hon), Petersburg, KY (131/5 wins)
3. Duane Connor (Yam), Washington, PA (116)
4. Scott Plessinger (KTM), Hamilton, OH (110/1 win)
5. Randy Hawkins (Suz), Travelers Rest, SC (93)
6. Rodney Smith (Suz), Oakley, CA (83)
7. Fred Andrews (Yam), Salem, OH (82)
8. Frank Keegan (Yam), Canonsburg, PA (79)
9. Gene Onail (Kaw), The Plains, OH (76)
10. Doug Blackwell (Yam), Parkersburg, WV (62)

AMA/NATC NATIONAL TRIALS SERIES
(After 5 of 9 rounds)

1. Ryan Young (G-G), Lexington, KY (130/1 win)
2. Geoff Aaron (Bet), Redding, CT (129/3 wins)
3. Raymond Peters (Sco), Moreland, NY (96)
4. Mark Manniko (G-G), Aurora, CO (92/1 win)
5. Jess Kempkes (G-G), Lincoln, NE (78)
6. Lonny Halsted (Bet), Clackamus, OR (75)
7. Matt Moore (G-G), Sapulpa, OK (69)
8. Ryon Bell (G-G), Canada (67)
9. Dennis Sweeten (Bet), Salem, OR (60)
10. John Clark (G-G) (54)

WORLD CHAMPIONSHIP OBSERVED TRIALS SERIES
(After 6 of 10 rounds)

1. Marc Colomer (Mon), Spain (109/3 wins)
2. Dougie Lampkin (Bet), Great Britain (98/2 wins)
3. Jordi Tarres (G-G), Spain (90/1 win)
4. Bruno Camozzi (G-G), Italy (68)
5. Kenichi Kuroyama (Bet), Japan (64)
6. Amos Bilbao (G-G), Spain (62)
7. Takahisa Fujinami (Hon), Japan (44)
8. Marcel Justribo (Bet), Spain (36)
   Graham Jarvis (Sco), Great Britain (36)
10. Steve Colley (G-G), Great Britain (32)

SCOTT SUMMERS

RESULTS

Motocross
GNC Good Time National
Mosier Valley USA
Mosier, TX
By Matthew Tallon
July 6-7

100 (0-16)
Chase Reed Kaw
Adam Mennenga Kaw
Beau Boynton Kaw
Mark Thompson Hon
Jake Jones Yam
125 BEG
Chris Hoddy Kaw
Oscar San Vicente-Soli Kaw
Kevin Rix Yam
Franz Hyland Kaw
David Duncan Yam
125 EX
Charley Bogard Suz
Dave Shade Jr. Suz
Erick Vallejo Kaw
Caleb Leath Kaw
Michael Keating Suz
125 INT
Jacob Martin Suz
Jason Eckhoff Suz
Travis Young Suz
Brad Cannon Yam
Mike Battaile Kaw
125 NOV MOD
Heath Frazier Suz
Bryan Piccirelli Hon
Jimbo Morton Kaw
Nathan Hale Kaw
Cory Young Suz
125 NOV MOD
Kelly Cassels Kaw
John Hardwick Suz
Craig Northcutt Suz
Shane Slemmons Hon
Brandon Nunley Suz
125 OPEN
Antonio Monterrey Kaw
Nathan Hale Kaw
Mike Battaile Kaw
Noe Alanis Kaw
Nick Metcalf Suz
125 SCHBY (12-15)
Jacob Martin Suz
Nathan Hale Kaw
Nick Metcalf Suz
Robby McQuary Yam
Matt Lineman Kaw
125 STK INT
Jacob Martin Suz
David Widmer Hon
Brad Cannon Yam
Nick Metcalf Suz
R.C. Schafer Suz
125 STK NOV
Bryan Piccirelli Hon
Cory Young Suz
Robby McQuary Yam
Kyle Hand Yam
Brent Miller Hon
250 BEG
Franz Hyland Kaw
Greg Corbin Yam
Monty Valentine Hon
Ryan Garnett Hon
Kevin Beard Yam
250 EX
Charley Bogard Suz
Erick Vallejo Kaw
Dave Shade Jr. Suz
Billy Akers Kaw
Caleb Leath Kaw
250 INT MOD
Jason Eckhoff Suz
Donny Jackson Kaw
David Widmer Hon
Mike Boliver Kaw
Jeremy Abney Yam
250 NOV MOD
Jimbo Morton Kaw
Caleb Waller Kaw
Boy-Boy Scheel Suz
Matt Lineman Hon
Randy Nerren Hon
250 OPEN
Donny Jackson Kaw
Brian Bacall Suz
Jeremy Abney Yam
Cody Sanders Suz
Scott Perkins Hon
250 STK INT
Donny Jackson Kaw
Brad Cannon Yam
Mike Boliver Kaw
Travis Young Suz
Scott Perkins Hon
250 STK NOV
Robbie Langley Jr. Hon
Cody Sanders Suz
Dusty Emerson Yam
Randy Malone Hon
Shane Slemmons Suz
LDS
Jacki Hudson Kaw
Heather Howard Suz
Macee Thompson Hon
MINI MINI MOD (6-8)
Ryan Grantom Kaw
Nicholas Lyda Kaw
Scotty Wennerstrom Kaw
Adam Reson Kaw
Justin Taylor Kaw
MINI MINI MOD (9-11)
Jonathon Kerr Kaw
Jesse Liggett Kaw
Danile Bucher Kaw
Aaron Canard Kaw
Matt Mosely Kaw
MINI MINI STK (6-8)
Ryan Grantom Kaw
Nicholas Lyda Kaw
Scotty Wennerstrom Kaw
Adam Reson Kaw
Ron Reese Kaw
MINI MINI STK (9-11)
Jonathon Kerr Kaw
Jesse Liggett Kaw
Shawn Cook Kaw
Daniel Bucher Kaw
Matt Lowrimore Kaw
MINI JR BEG (7-11)
Jacki Hudson Kaw
Austin Turner Yam
David Jensen Hon
MINI JR MOD (7-11)
McFly Scheel Suz
James Marshall Kaw
Joe Bailey Kaw
Bradley Young Suz
Dusty Carpenter Kaw
MINI OPEN (7-16)
Chase Reed Kaw
Johnny Marley Yam
Adam Mennenga Kaw
Jake Jones Yam
Mark Thompson Hon
MINI SR BEG (12-15)
Mikel Barnett Hon
Justin Bates Kaw
MINI SR MOD (12-13)
Johnny Marley Yam
Chase Reed Kaw
Adam Mennenga Kaw
Dusty Fountain Kaw
Carlos Pereyra Kaw
MINI SR MOD (14-16)
Beau Boynton Kaw
Mark Thompson Hon
Ryan St. Cyr Hon
Bradley Barham Kaw
Jake Jones Yam
MINI STK (12-13)
Johnny Marley Yam
Chase Reed Kaw
Adam Mennenga Kaw
Dusty Fountain Kaw
Taylor Watts Yam
MINI STK (14-16)
Beau Boynton Kaw
Mark Thompson Hon
Bradley Barham Kaw
Scott Dietert Suz
Damon Francois Suz
MINI STK (7-11)
James Marshall Kaw
McFly Scheel Suz
Joe Bailey Kaw
Jonathon Kerr Kaw
Dusty Carpenter Kaw
OPEN
Joey Hardin Kaw
Mike Klement KTM
Lee Upton KTM
Joe Carter Hon
25+ EX
Michael Keatin Suz
Nick Pounds Kaw
Joe Jordan Kaw
25+ INT
Donnie Fox Hon
James Skinner Suz
Joe Carter Hon
David Chandler Kaw
25+ NOV
Stephen Vines Suz
Randy Nerren Hon
Greg Corbin Yam
Billy Harrison Hon
Harold Nutter Hon
30+ EX
Joe Jordan Kaw
Danny Burnap Kaw
Mike Klement KTM
John Lynn KTM
30+ INT
Donnie Fox Hon
David Lux Hon
Steven Chappell Kaw
Steve McCombs Yam
Dwayne Donahoe Hon
30+ NOV
John Morrell Yam
Randy Nerren Hon
Billy Harrison Hon
Tom Hudson Kaw
Kevin Hough Kaw
35+
Joe Jordan Kaw
Edward Hays Kaw
Steven Chappell Kaw
Billy Harrison Hon
David Bibby KTM
40+
Edward Hays Kaw
Steve McCombs Yam
Jeff Haney Hon
David Bibby KTM
Ray Arnold Hon
S/TNY MINI (6-9)
Ryan Grantom Cob
Adam Reson Cob
Luke Bledsoe Cob
Jerrod Burnap KTM
Scotty Wennerstrom LEM
TNY MINI MOD (4-6)
Joseph Marburger LEM
Derek Hicks KTM
Trey Canard Itj
Tyler Fitzpatrick Yam
Richard White KTM
TNY MINI MOD (7-8)
Ryan Grantom Cob
Adam Reson Cob
Luke Bledsoe Cob
Ron Reese Yam
Scotty Wennerstrom LEM
TNY MINI STK (4-6)
Joseph Marburger LEM
Derek Hicks KTM
Trey Canard LEM
Richard White KTM
Daniel Reese Yam
TNY MINI STK (7-8)
Michael Pritchett Kaw
Marshall Smith KTM
Dustin Shows KTM
Logan Swartz KTM
Ron Reese KTM

Motocross
Hillbilly Raceway
Hatfield, KY
July 7
By Dee Dee Williamson

50
Justin Steele KTM
Greg Dawson KTM
60
Adam Francis Kaw
Anthony Ball Kaw
Chad Steele Kaw
80 A
Jamie Hainer Kaw
Aaron Donahoe Hon
Derek Estep Kaw
80 B
Travis Parsons Kaw
Brandt Brooks Suz
Randall Mapes Yam
125 B
James Williamson Yam
Brandon Cline Hon
Mike Patrick Yam
250 A
Jeff Brown Suz
Greg Williamson Hon
John Neace Hon
250 B
Keith Bryant Suz
Mark Young Hon
Brian Norman Hon
30+
Greg Williamson Hon
Sam Casebolt Yam
Danny Auton Yam
40+
Danny Auton Yam
OPEN
Keith Fields Hon
U/L
Jeff Brown Suz
Keith Miller Hon
Scott Ellis Suz
SCHBY
James Williamson Yam
Aaron Donahoe Hon

Motocross
AMA District 14
Baja Acres
Millington, MI
July 6
By Paul Lewis

125 A
Joel Dienhart Kaw
Ricky Esckelson Hon
Jeff Aud Hon
Ahmad Owens Hon
125 B
Chris Wickline Yam
Ryan Hartwig Kaw
Brian Gray Hon
Dusty Wise Suz
Ryan Dargie Suz
125 C
Chad Remelts Yam
David Whittier Suz
Justin Brusseau Yam
Ricky Davis Yam
Daniel Schlicker Yam
125 JR
Joshua Woods Kaw
Chris Wickline Yam
Jason Vienot Suz
Justin Brusseau Yam
Derek Rose Hon
16-24
Joel Dienhart Kaw
Jeff Aud Hon
Ryan Tow Hon
Mark Atherton Hon
Tom Gilliam Suz
25+
David Beatty Hon
Tom Deguise Yam
Mike Shinabarger Hon
Craig Stoley Hon
Donald Owens Hon
250 OPEN
Richard Shearing Hon
Craig Stoley Hon
Ahmad Owens Hon
250 OPEN
Jason Vienot Hon
Jason Dundas Yam
Kelvin Travis Yam
Nicholas Karloff Yam
Thomas Lee Barth Hon
250 OPEN
Ryan Tow Hon
Joseph Johnson Jr. Hon
Guy Sheridan Yam
Scott Darling Hon
Matt Mccord Yam
30+
David Beatty Hon
Craig Pickett Hon
Dennis Hodges Hon
Thomas Kalesavich Kaw
Ray Brooks II KTM
35+
Craig Pickett Hon
Mark Reed Hon
Andrew Kimball Kaw
Thomas Kalesavich Kaw
Pat Tilley Hon
40+
Kelvin Travis Yam
Jeffrey Bost Hon
Donald Wier Hon
Douglas Hilderbrant Kaw
Joe Claerhout Hon
50+
Robert Sweeney Hon
Ronald Sage Hon
Edward Hieftje III KTM
Guy Winonradsky Hon
Fred Klipple Yam
51 JR
Kurtis Lee KTM
Jackson Kimball LEM
Daniel Aulseybrook KTM
Dominic Izzi KTM
Jeff Gokee KTM
51 SR
Jerry Lorenz Cob
Corey Slavik Cob
John Jackson III Cob
Matt Ejak KTM
Brent Brown KTM
51 S/STK
Daniel Aulseybrook Yam
Tiffany Long Yam
Benjamin Brown Yam
Nicky Lee Beatty Yam
60
Scotty Thomason Kaw
Marcus Shaver Kaw
Kip Hodges Kaw
Jason Leonard Kaw
William Long III
80 (12-15)
Joshua Woods Kaw
Kyle Kohler Yam
Derek Rose Hon
Randall Woodring Yam
80 (7-11)
Nicholas Adams Kaw
Robby Wheeler Suz
Thomas Osmialowski Kaw
Scotty Thomason Kaw
Marcus Shaver Suz
80
Bill Claehout Yam
Chad Hauser Kaw
Michael Wieland Hon
Doug Wieg Kaw
Jeremy Bloom Hon
N-CUR
Larry Brock Hon
Mark Bradley Kaw
Andrew Laczko Suz
Bradley Dalton Kaw
Richard Shearing Hon

Motocross
Friday Nights
Summer Series
Honda Hills
Motorsports Park
Linville, OH
June 28
By Rupert F. Pellett

50 (4-6)
Shawn Lowe Jr. LEM
Joey Leadbeater KTM
Tyler Bowers Yam
Kris Nelson KTM
50 (7-8)
Tommy Pellett Cob
Dustin Jackson KTM
Justin Royce Suz
65
Joey Pellett Kaw
Derrick Dunaway Kaw
Tommy Pellett Kaw
Jack Tuller Kaw
80 JR
Chris Leadbeater Hon
Joey Pellett Kaw
Derrick Dunaway Yam
Brad Burgess Kaw
80 SR
Chris Moist Suz
Trevor Moriva Kaw
Josh Joan Kaw
Ross Adams Yam
SCHBY
Jake Matthews Hon
Brian Duston Kaw
Brandon Shull Hon
Steve Chapman Kaw
17-24
Charlie Laymon Hon
Larry Walker Hon
David Leezer Kaw
Nick Fifield Hon
25+
Mark Weaver Suz
Gerry Bennett Hon
Donni Urban Suz
Lane Teater Hon
30+
Gerry Bennett Hon
Steve Anneshansley Hon
Floy Doty Jr. Kaw
Larry Evener Yam
125 B
Charlie Laymon Hon
Lane Teater Hon
Terry Collins Suz
Floyd Doty Kaw
125 C
Jason Casterline Hon
Kick Kawalski Kaw
David Leezer Kaw
Trevor Hartsock Yam
250 B
James Chapman Suz
Rob Bingman Suz
OPEN
Phil Wood Hon
Scott Thompson Hon
Steve Anneshansley Hon
Richard Reis Hon
4-STRK
Jack Tuller Hon
Mike Jenkins Suz
Gerry Kerr Hon
Noah Akers Hon

Motocross
Hillbilly Raceway
Hatfield, KY
July 6
By Dee Dee Williamson

50
Jordan Oxley Cob
Troy Stuart LEM
Chris Duncan KTM
60
Adam Francis Kaw
Troy Stuart Kaw
Chad Steele Kaw
80 A
Jamie Hainer Kaw
Derek Estep Kaw
Aaron Donahoe Hon
80 B
Randall Mapes Yam
Shane Wilkerson Kaw
Brandt Brooks Suz
125 A
Brian Terry Suz
Joe Sharp Yam
125 B
Fred Duncan Suz
Brandon Cline Hon
James Williamson Yam
250 A
John Neace Hon
Greg Williamson Hon
Scott Ellis Suz
250 B
Britton Blair Suz
Jeff Brown Suz
Mark Young Hon
30+
Rick Oxley Hon
Greg Williamson Hon
Danny Osborn Yam
40
Rick Oxley Hon
Danny Auton Yam
OPEN
Keith Fields Hon
U/L
Jeff Brown Suz
Rick Oxley Hon
Brian Terry Suz
SCHBY
Jamie Hainer Kaw
Aaron Donahoe Hon

Motocross
AMA District 14
Baja Acres
Millington, MI
June 23
By Fred Reynolds

125 A
Jeremy Booher Kaw
Chris Lueth Hon
Richard Machniak Hon
Jeremy Hughson Yam
Greg Simpson Hon
125 B
Christopher Lowell Suz
Ryan Hartwig Kaw
Mike Travis Yam
Michael Pfluke Yam
Jason Vienot Suz
125 C
Billy Hopper Hon
David Conklin Hon
Michael Sullivan Yam
Mike Minjor Hon
Joe Schmitzer Suz
125 JR
Jason Vienot Suz
Chris Wickline Yam
Scott Zielinski Suz
Randy Doviak Suz
Nathan Hatfield Suz
16-24
Michael Pfluke Yam
Chris Lueth Hon
Ryan Hartwig Kaw
Christopher Lowell Suz
Jeremy Hughson Yam
25+
David Beatty Hon
Bob Mugan Yam
Todd Stewart Hon
Scott Lamp Suz
Robert Schulte Kaw
250 OPEN A
David Beatty Hon
Richard Shearing Hon
John Avendt Hon
Bob Mugan Yam
Jeremy Booher Kaw
250 OPEN B
Mark Bradley Kaw
David Goodwin Yam
Ryan Damm Kaw
Donald Owens Hon
Travis Moffitt Hon
250 OPEN C
Andrew Stoeckl Kaw
Greg Dingell Suz
David Sowers Suz
David Palmer Jr. Yam
Ken Hagerl Hon
30+
David Beatty Hon
Todd Stewart Hon
Craig Pickett Hon
Edward Hieftjie IV Hon
Kreg Bigelow Yam
35+
Craig Pickett Hon
Mark Reed Hon
Max Marsh Suz
Scott Currie Hon
Gary Seibert Suz
40+
Ron Arnott Suz
Jeffrey Bost Hon
Embert Berkers Hon
Kelvin Travis Yam
Larry Brock Hon
50+
Larry Stewart Hon
Robert Sweeney Hon
Guy Winonradsky Hon
Edward Hieftje III KTM
Fred Klipple Yam
51 JR
Kurtis Lee KTM
Corey Lovell LEM
Dominic Izzi KTM
Jackson Kimball LEM
Dane Marsack Yam
51 SR
John Jackson III Cob
Nichole Cheza LEM
Troy Rohn KTM
Shea Applebee LEM
Thomas Lee II KTM
51 SS
Troy Rohn Yam
Tiffany Long Yam
Daniel Aulseybrook Yam
Jimmy Ray Wilson Yam
David Dowse Yam
60
Scotty Thomason Kaw
Marcus Shaver Kaw
Brandon Butzin Kaw
Jake Marsack Kaw
Alan Butzin Kaw
80 (12-15)
Joseph Kersanty Hon
Randall Woodring Yam
Kyle Kohler Yam
Brain Curtis Yam
Mikey Turnblom Suz
80 (7-11)
Robby Wheeler Suz
Marcus Shaver Suz
Scotty Thomason Kaw
Jake Marsack Yam
Jason Leonard Yam
80 C
William Goode II Kaw
Nathan Woodward Hon
Trevor Gundlach Yam
Chad Hauser Kaw
Travis Herriman Yam
DRY DOGS
Tom Holscher Mai
David Fink Yam
Douglas Layman Mai
Kevin Kelly Mai
Jeffery Doneth Yam
N-CUR
Joey Munger KTM
Shane Lee Herriman Yam
Dennis Hodges Hon
Wesley Fuller Hon
Mark Bradley Kaw
VINT
Jeffrey Hill Yam
Richard Stone

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

DUNLOPAD STOPPER NUMBER THREE

"As an aggressive sport rider, I've noticed that my front brakes fade after repeated hard braking. Why is that?"

Simply put, brakes fade due to elevated heat buildup between the pad and rotor. This, in turn, leads to a breakdown of the brake pad compound and an excessive amount of heat transfer into the brake fluid. When this occurs, the brake pad slides on the rotor instead of gripping it causing brake fade. To a certain degree, brakes should experience some heat buildup, but not to the extent that it affects your braking power.

Dunlopad has developed a special sintered metal sport compound designed to address the above conditions and, specifically, the needs of sport bike riders.

The top-rated Dunlopad S55 DP Sport pads feature a Zirconium-based ceramic heat shield that provides a thermal barrier between pad and caliper reducing heat transfer. And, because the S55 DP Sport pads are sintered, their braking performance actually *improves* as they get hotter allowing for consistently powerful two-finger braking without fade.

The S55 DP Sport is available in sizes for the front of all popular sport bikes. So, when it comes time to replace *your* brakes, **insist on Dunlopad sintered brake pads** ... available at all major motorcycle shops.

Don't settle for reduced brake performance. Insist on Dunlopad!

DUNLOPAD
SINTERED BRAKES

Dunlopad North America/ Tony Mills International Inc.
4401 Walden Avenue
Lancaster, NY 14086 • 716.681.8806

LABOR DAY WEEKEND

Friday,Aug. 30th -Saturday 31st - Sunday, Sept. 1st

AMA PRO RACING

$30,000. PURSE

WISECO · DUNLOP · ANSWER · ACERBIS · SEA-DOO · Bob Thomas · BRAKING · SCOTT · 1-800-COLLECT · FMF · SKOAL RACING · EK · KARCHER · SIDI · Bridgestone · FOX · pro-action · Gear

12 mi. East of PA Tpk on Rt. 22 near Delmont. Rt. 66 North 3 mi., then right on Slickville Rd. half mi. approx. (before VW on pole) - Info: (304) 284-0084
Camping avaiable for AMA members & families. Camping fees charged by vehicle.

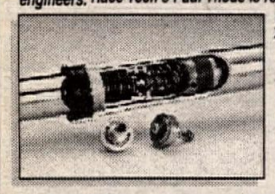
TEAM GREEN WEEKEND SCHEDULE OF EVENTS 1996

Friday, August 30th: Press Day & Pro Practice - Noon - 2 p.m. Amateur MX Practice: 2 - 6 p.m. Admission: $37 (includes Sat/Sun. Ticket - No refunds). There will also be practice Saturday morning.
Saturday, August 31st: Team Green Fall Nationals - Amateur MX Racing. ALL Classes. (No pre-entry required.) Admission: $31 (includes Sun. ticket - No refunds.) Rider Fee $20 - Reg. 7 - 9 a.m.
Sunday, September 1st: Adm. $20 - 125/250cc Professional Motocross National Championships-Qualifiers begin at 10am Main event Race 1p.m. Plus Women's U.S. MX Nationals. Rain or Shine.

What's happening? **Cycle News Calendar.**

Paul Thede's Technical Edge Suspension Seminar

Want to become a suspension expert? Attention tuners, mechanics, team managers, riders and engineers. Race Tech's Paul Thede is revealing his secrets on cutting edge suspension theory & practice.



Subjects Covered: Dirt & Pavement
- ▲ Suspension Theory & Tuning
- ▲ Springs, Fluids & Valving Theory
- ▲ Hydraulics & Damping Curves
- ▲ Shop Training

(You'll receive a suspension manual and certificate of completion)

Limited seating available!

Basic 3-Day Seminar **$595.00** **Shilo Inn Hilltop, Pomona, CA**
September 7,8,9 ($100 off early enrollment closes August 7)
Advanced 2-Day Seminar **$595.00** October 26,27 ($100 off early enrollment closes September 26)

PAUL THEDE'S **RACE TECH** CALL NOW 909-594-7755 Fax 909-594-6682
3227 Producer Way, #127, Pomona, CA 91768

STURGIS '96

Rally & Races
August 5 - 11, 1996 Sturgis, South Dakota

R.J. Reynolds · Harley-Davidson Motor Cycles

The Legend Lives On...
Extraordinary Main Street
Drag Racing & FLASH Race
Kickstart/Indian Rally
TOP-GUN Competition
Guided Motorcycle Tours
Motorcycle Shows & Expo
Cycle World Dodge Ram Sweepstakes

The New Dodge · Coors

Rally Events Inc. offers the following '96 Rally events:
Supercross Racing
AMA Half-Mile Racing
Vintage Half-Mile Racing
at Sturgis Fairgrounds
"Bessie's Knob Hill" Amateur Hill Climb
PRO-AM 'Baddest Hill' Hill Climb
featuring Dodge Ram Truck
at Glencoe CampResort

Coca-Cola Classic · Black Hills Motor Classic Sturgis

for more information **call (605) 347-6570** - Sturgis Rally & Races, Inc.

GLEN HELEN

MOTOCROSS PRACTICE EVERY THURSDAY 8:00AM Till DUSK
MOTOCROSS PRACTICE MOST SATURDAYS 8:00AM Till 2:00 PM
CALL 24 HOURS FOR RACE & PRACTICE INFO:
(909) 880-3090

Sun., July 28th	Off Road Cars-No MX Practice
Sun., Aug. 4	MX Practice 8:00am till 4:00pm
Sun., Aug. 11	MX Practice 8:00am till 4:00pm

AMA California State MX C'ship Oct. 19th& 20th
AMA So. Qualifier Sept. 22nd Glen Helen Raceway

CRC California Race Schedule

100% PRO PAYBACK

Sat., July 27	Cycle Concepts Nite - MX	L.A.C.R.
Sat., Aug. 3	A.V. Yamaha/Kaw Nite - MX & Sidecars	L.A.C.R.
Sat., Aug. 10	Simi Honda Nite - MX	L.A.C.R.
Sat., Aug. 17	J. Bones Nite - MX	L.A.C.R.
Sat., Aug. 24	30 Minute Photo Nite - MX	L.A.C.R.

Wednesday & Friday Practice 4p.m. - 9p.m.
Saturday Races - Gates Open 3:00p.m. • Practice 4:00p.m. • Race 5:00p.m.
CRC Info (805) 272-8889

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
8/4 Osterreichring, Austria, Rnd 10
8/18 Brno, Czech Republic, Rnd 11
9/1 Imola, Italy, Rnd 12
9/15 Catalunya, Spain, Rnd 13
10/6 Rio de Janeiro, Brazil, Rnd 14
10/20 Eastern Creek, Australia, Rnd 15

World Superbike Championship Series
8/4 Brands Hatch, England, Rnd 7
8/18 Sentul, Indonesia, Rnd 8
8/25 Sugo, Japan, Rnd 9
9/8 Assen, Holland, Rnd 10
10/6 Albaceta, Spain, Rnd 11
10/27 Phillip Island, Australia, Rnd 12

World Endurance Road Race Series
7/28 Suzuka, Japan, Rnd 4
9/15 Paul Ricard, France, Rnd 5

World C'ship 125cc MX Series
7/28 Jinin, Czech Republic, Rnd 11
8/25 Holzgerlingen, Germany, Rnd 12

World C'ship 250cc MX Series
7/28 Borgo Magg., San Marino, Rnd 11
8/4 Iffendic, France, Rnd 12
8/18 Kester, Belgium, Rnd 13
9/1 Roggenburg, Switz., Rnd 14

World Championship 500cc MX Series
8/4 Namur, Belgium, Rnd 9
8/11 Folkendange, Lux., Rnd 10
8/25 Saxtorpsbanan, Sweden, Rnd 11
9/8 Gaildorf, Germany, Rnd 12

World C'ship Trials Series
7/27-28 Czech Republic, Rnd 9
8/17-18 Belgium, Rnd 10

World Championship Individual Speedway Series
8/10 Linkoeping, Sweden, Rnd 4
8/31 London, England, Rnd 5
9/21 Vojens, Denmark, Rnd 6

International Six Day Enduro
8/12-17 Hameenlinna, Finland

World Sidecar Cross Grand Prix
8/18 Kegums, Latvia
8/25 Mill, Holland
9/22 Strassbessenbach, Germany
9/29 Rothenthurm, Switzerland

Motocross des Nations
9/22 Jerez, Spain

Trials des Nations
8/31-9/1 Kinner, Sweden

AMA Grand National C'ship Series
7/27 Oklahoma City, OK, Rnd 12
8/4 Peoria, IL, Rnd 13
8/7 Rapid City, SD, Rnd 14
8/10 Lincoln, NE, Rnd 15
8/17 Indianapolis, IN, Rnd 16
8/24 Hagerstown, MD, Rnd 17
9/1 Springfield, IL, Rnd 18
9/8 Syracuse, NY, Rnd 19
9/14 Rossburg, OH, Rnd 20
9/21 Knoxville, IA, Rnd 21
9/28 Sacramento, CA, Rnd 22
10/5 Pomona, CA, Rnd 23
10/13 Del Mar, CA, Rnd 24

AMA Harley-Davidson 883 Dirt Track Series
8/10 Lincoln, NE, Rnd 8
8/24 Hagerstown, MD, Rnd 9
9/1 Springfield, IL, Rnd 10
9/8 Syracuse, NY, Rnd 11
9/21 Knoxville, IA, Rnd 12
9/28 Sacramento, CA, Rnd 13
10/5 Pomona, CA, Rnd 14
10/13 Del Mar, CA, Rnd 15

AMA Nat'l C'ship 125/250cc Motocross Series
7/28 Troy, OH, Rnd 9
8/4 Millville, MN, Rnd 10
8/18 Washougal, WA, Rnd 11
8/25 Binghamton, NY, Rnd 12
9/1 Delmont, PA, Rnd 13

AMA Western National Four-Stroke Motocross Series
8/18 Washougal, WA, Rnd 8
9/1 Grand Junction, CO, Rnd 9

AMA Eastern National Four-Stroke Motocross Series
9/15 Danville, VA, Rnd 1
9/22 Buchanan, MI, Rnd 2
9/29 London, KY, Rnd 3
10/6 Englishtown, NJ, Rnd 4
10/13 Casey, IL, Rnd 5
10/20 Blountville, TN, Rnd 6

AMA Superbike National Championship Series
8/23-25 Sonoma, CA, Rnd 9
10/4-6 Las Vegas, NV, Rnd 10

North American Sport Bike Series
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

Formula USA Series
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

AMA National Championship Enduro Series
9/8 Canton, IL, Rnd 6
9/15 London, KY, Rnd 7
10/13 Bellingham, WA, Rnd 8
10/27 Delaware City, DE, Rnd 9

AMA National Championship Hare Scrambles Series
9/22 Roseburg, OR, Rnd 6
10/6 Lynnville, IN, Rnd 7
10/20 Park Hills, MO, Rnd 8
11/3 Millfield, OH, Rnd 9

AMA/North Eastern Cross Country Series
7/28 Little Genesee, NY
8/11 Rew, PA
9/1 Little Falls, NY
9/22 Martinsburgh, NY
10/13 South Edmonsten, NY
*AMA National HS
Info 716/581-1455

AMA National Championship Hare & Hound Series
9/15 Yerington, NV, Rnd 5
10/6 Reno, NV, Rnd 6
10/27 Lucerne Valley, CA, Rnd 7

AMA/Suzuki National Dual Sport Trail Ride Series
7/28-8/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/12-13 McArthur, OH
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA National Championship Hillclimb Series
8/10 Haydenville, OH, Rnd 6
8/18 Monson, MA, Rnd 7
9/8 Freemansburg, PA, Rnd 8
9/15 Middlebury, IN, Rnd 9
9/29 Jefferson, PA, Rnd 10
10/13 Oregonia, OH, Rnd 11
Info 614/984-2297

Wiseco/Yamaha/Answer/Dunlop/Acerbis/Braking Grand National Cross Country Series
8/25 Millfield, OH, Rnd 8
9/15 Fairmont, WV, Rnd 9
9/28 Mount Morris, PA, Rnd 10
10/13 Lisbon, OH, Rnd 11
10/27 Crawfordsville, IN, Rnd 12

SCORE Desert C'ship Series
10/8-10 Baja California, Mexico
Info 310/540-5001

AMA/NATC Nat'l C'ship Trials Series
8/10-11 Donner, CA, Rnds 6 & 7
9/21 Omaha, NE, Rnd 8
9/22 Kansas City, MO, Rnd 9

Championship Cup Series
Florida Region
7/28 Palm Beach, FL
8/25 Palm Beach, FL
8/31-9/1 Bloomingdale, GA
9/15 Palm Beach, FL
12/1 Homestead, FL
Great Lakes Region
7/27-28 Mount Meridian, IN
8/2-4 Elkhart Lake, WI
8/24-25 Grattan, MI
9/7-8 South Haven, MI
9/14-15 Grattan, MI
Great Plains Region
8/2-4 Elkhart Lake, WI
8/24-25 Topeka, KS
9/21-22 Rockton, IN
Mid-Atlantic Region
8/17-18 Braselton, GA
8/30-9/1 Pocono, PA
9/14-15 Summit Point, WV
Mid-West Region
8/2-4 Elkhart Lake, WI
8/17-18 Rockton, IL
8/31-9/1 Rockton, IL
9/21-22 Rockton, IL
Northeast Region
8/2-4 Bridgehampton, NY
8/24-25 Loudon, NH
8/31-9/1 Bridgehampton, NY
9/14-15 Loudon, NH
10/4-5 Loudon, NH
Southeast Region
8/17-18 Braselton, GA
8/31-9/1 Bloomingdale, GA
9/14-15 Braselton, GA
Southwest Region
8/31-9/1 Las Vegas, NV
9/21-22 Phoenix, AZ
11/9-10 Las Vegas, NV
11/30-12/1 Phoenix, AZ

WERA Regional Championship Series
South Central Region
8/3-4 College Station, TX
8/31-9/1 Hallett, OK
Southeast Region
8/24-25 Talladega, AL
9/28-29 Faulkville, GA
North Central Region
8/3-4 Millington, TN
9/7-8 Grattan, MI
9/28-29 Mount Meridian, IN
Northeast Region
7/27-28 Garrettsville, OH
8/3-4 Summit Point, WV
8/31-9/1 Garrettsville, OH
9/7-8 Grattan, MI
10/5-6 Summit Point, WV
Mid-Central Region
8/3-4 Fairmont City, IL
8/24-25 Talladega, AL
8/31-9/1 Hallett, OK
9/28-29 Mount Meridian, IN

WERA National Challenge Series
8/9-11 Mount Meridian, IN, Rnd 7
9/6-8 Memphis, TN, Rnd 8
9/20-22 College Station, TX, Rnd 9
10/9-13 Braselton, GA, Final

WERA National Endurance Series
8/10 Mount Meridian, IN, Rnd 7
9/7 Memphis, TN, Rnd 8
9/21 College Station, TX, Rnd 9
10/11 Braselton, GA, Final

WERA Vintage Series
7/27 Garretsville, OH, Rnd 19
8/3 Summit Point, WV, Rnd 20
8/4 College Station, TX, Rnd 21
8/24 Talladega, AL, Rnd 22
8/31 Garrettsville, OH, Rnd 23
8/31-9/1 Hallett, OK, Rnd 24
9/7 Grattan, MI, Rnd 25
9/28 Faulkville, GA, Rnd 26
10/5 Summit Point, WV, Rnd 27
10/9-10 Braselton, GA, Final
Info 407/831-7736

AHRMA Historic Cup Series
8/9-11 South Haven, MI
9/14 Steamboat Springs, CO
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series
8/9-11 South Haven, MI
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
8/10 Southwick, MA
9/13 Steamboat Springs, CO
10/20 Hollister, CA
Info 715/842-9699

AHRMA Speed & Sport Trials Series
9/12 Steamboat Springs, CO
10/12 White City, IL
10/19 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
7/27 Weedsport, NY
8/10 Hartford, MI
9/11 Hayden, CO
Info 715/842-9699

AHRMA Regional MX Series
9/1 Denmark, WI
9/21 Millington, MI
10/5 Des Moines, IA

10/19 Casey, IL
Info 414/684-4331

AHRMA Western Regional MX Series
9/22 Fernley, NV
10/13 Carlsbad, CA
11/3 Tulare, CA
Info 408/663-4014

AHRMA Western Regional Dirt Track Series
7/27 Brentwood, CA, Rnd 7
8/18 Hollister, CA, Rnd 8
10/10 Del Mar, CA, Rnd 9
10/11 Ramona, CA, Rnd 10
10/26-27 Tulare, CA, Rnds 11 & 12
Info 818/992-5343

NETRA Championship Enduro Series
8/11 Granville, MA
9/8 Windsor, MA
9/29 Wretham, MA
10/6 Adams, MA
10/20 Chester, CT
11/3 Stafford, CT

NETRA Championship Hare Scrambles Series
7/28 E. Hampton, CT
8/4 Searsport, ME
8/18 Union, CT
8/25 Cheshire, MA
9/1 W. Gloucester, RI
9/15 Boyntonville, KY
9/22 W. Greenwich, RI
10/13 Assonet, MA
10/27 Alton, NH
11/10 Cheshire County, NH

NETRA Turkey Run Series
8/25 Gardner, MA
9/8 N. Haverhill, NH
9/15 New Boston, MA
10/13 Wichendon, MA
10/27 Central Village, CT

NETRA Championship Junior Enduro Series
8/3 Searsport, ME
8/10 Granville, MA
8/17 Union, CT
8/24 Southampton, MA
9/28 Brimfield, MA
10/12 Assonent, MA
10/26 Alton, NH
11/2 Winchendon, MA

Best in the Desert Silver State Series
9/21 Tonopah, NV
10/19 Las Vegas, NV
12/7 Laughlin, NV
Info 702/457-5775

SERA Enduro Series
8/11 Breezy Hill, LA
9/15 Rockford, AL
10/6 Jemison, AL
11/3 Maplesville, AL

SERA Hare Scrambles Series
9/1 Goodman, MS
10/19 McComb, MS
11/17 Warrior, AL
12/1 Maplesville, AL
1/19 Maplesville, AL
2/2 New Augusta, MS
2/9 Wiggins, MS

VDTRA Vintage Classics IX Dirt Track Series
7/26 Norton, KS
7/28 Oklahoma City, OK
8/10 Sturgis, SD
8/12-13 Stockton, KS
8/31 Erie, CO
9/1 Hugo, CO
9/7 Columbus Junction, IA
9/14 Lexington, OK
10/12 Del Mar, CA
10/14 Del Mar, CA
Info 918/836-6999

Black Jack Enduro Circuit
9/8 Collins, MO
9/22 Henryette, OK
10/13 Stillwater, OK
10/29 Chadwick, OK

RMEC Championship Enduro Circuit
8/4 Woodland Park, CO
8/25 Gunnison, CO
9/15 Post, TX
10/6 Cloudcroft, NM
Info 307/742-4136

NMRA Drag Race Series
9/14-15 Palmdale, CA
TBA Phoenix, AZ
11/9 Palmdale, CA
Info 818/367-4417

Canadian Supercross Series
9/21 Montreal, Quebec
Info 416/363-9035

EARA 50cc-80cc Atlantic Cup Series
7/27 New Bloomfield, PA
7/28 New Bloomfield, PA
8/17 Batavia, NY
9/8 New Bloomfield, PA
9/21 Bedford, PA
10/6 New Bloomfield, PA
10/19 Bedford, PA
11/2 Hampton, VA
11/3 Hampton, VA
Info 301/791-2046

LaPlaya Grand Prix MX Series
8/11 Rosarito, BC, Mex.
10/6 Rosarito, BC, Mex.
12/8 Rosarito, BC, Mex.
Info 011-52-661-22525

No. Calif. Mini Road Racing Assoc. C'ship Series
8/3-4 Sacramento, CA
8/24-25 Sacramento, CA
9/7-8 Sacramento, CA
10/12-13 Sacramento, CA
11/16-17 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
8/4 Riverside, CA
9/29 Perris, CA
10/26-27 Rosamond, CA
11/24 Perris, CA
12/14-15 Riverside, CA
Info 909/674-5357

SRAC Colorado MX Championship Series
7/28 Aurora, CO
8/4 Berthound, CO
8/11 Cheyenne, WY
9/15 Colorado Springs, CO
9/22 Berthound, CO
9/29 Cheyenne, WY
10/6 Colorado Springs, CO
10/12-13 TBA
Info 800/242-6581

SRAC Colorado National SX Series
8/17 Grand Junction, CO
8/24 Brighton, CO
9/7 TBA
Info 800/242-6581

AMA/District 37 Grand Prix Series
10/5-6 Castaic Lake, CA
11/9-10 Gorman, CA

AMA/U.S. Women's MX League Outdoor Championship Series
8/17 Washougal, WA
8/31-9/1 Steel City, PA

Mid-Atlantic Vintage Trials Series
8/10 Toronto, OH
9/7 Farrandsville, PA
10/6 Toughkenamon, PA
Info 410/775-7209

Yamaha Sunshine State Championship MX Series
7/28 Dania, FL
8/18 Ona, FL
8/25 Dade City, FL
9/1 Reddick, FL
9/8 Orlando, FL
9/15 Ona, FL
9/22 Dade City, FL
Info 407/333-2356

Florida Vet C'ship Series
8/11 Orlando, FL

Florida Mini-Cycle Championship Series
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

Central Florida M/C Dealers Series
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

KORR Hare Scrambles Championship Series
10/13 Arkansas City, KS
11/3 Newton, KS
11/10 Arkansas City, KS
12/8 Hillsboro, KS
Info 316/942-6527

KORR Moto/Scrambles Championship Series
8/24 Marion, KS
9/22 Hillsboro, KS
12/1 Marion, KS
Info 316/942-6527

KORR Motocross Championship Series
8/11 Sterling, KS
8/18 Hillsboro, KS
9/8 Sterling, KS
9/15 Arkansas City, KS
10/6 Hillsboro, KS
10/27 Marion, KS
12/15 Sterling, KS
Info 316/942-6527

NMA Ponca City Grand National C'ships
7/30-8/3 Ponca City, OK
Info 310/868-8112

Suzuki RM Cup
9/7-8 Branson, MO
Info 909/657-6834

Branson USA National MX Finals
10/4-6 Branson, MO
Info 909/657-6834

AMA MX Mega Series
9/1 London, KY
9/8 Blountville, TN
9/29 London, KY
10/19-20 Blountville, TN
Info 324/323-5497

Texas Cross Country Series
8/25 Bryson, TX
9/8 Fort Hood, TX
9/22 Durant, OK
10/6 Wheatherford, TX
10/20 Fort Hood, TX
11/3 Bryson, TX
Info 214/394-9168

MRAN Desert Series
8/4 Ely, NV
10/5-6 Las Vegas, NV
11/2-3 Beatty, NV
11/17 Las Vegas, NV
Info 702/437-6726

WSMC Road Race Series
8/18 Rosamond, CA
9/15 Rosamond, CA
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

International Old Timers Motocross Series
7/29-30 Albany, OR
8/31-9/1 Fernley, NV

Motorcycle Asphalt Racing Series
10/4 Asheville, NC
10/25 Kenly, NC
10/26 Charleston, SC
Info 803/626-7959

AMA Dual Sport Trail Ride Series
7/28-9/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA/District 37 Dual Sport Ride Series
7/27-28 Independence, CA
8/3-4 Big Bear Lake, CA
8/24-25 Bass Lake, CA
9/7-8 Bishop, CA
9/21-22 Bishop, CA
9/29 Big Bear Lake, CA
10/5-6 Bishop, CA
10/13-20 Ridgecrest, CA
10/27 San Bernardino, CA
11/2-3 Death Valley, CA
11/17 Riverside, CA
* 11/29-30 LA-Barstow-Las Vegas
12/29 Mojave, CA
* National Trail Ride Series event
Info 818/249-2141

Rocky Mountain Dual Sport Series
8/8-10 Sturgis, SD
* 9/11-14 Steamboat Springs, CO
* National Trail Ride Series event
Info 303/697-8382

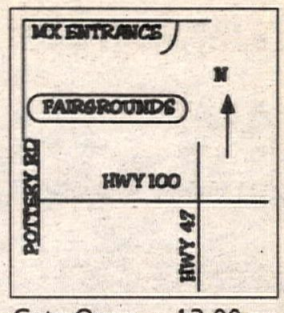
Wild West National Motocross Series
7/27-28 Pocatello, ID
8/10-11 Rock Springs, WY
8/31-9/1 Logan, UT
Info 801/972-5074

Championship Enduro Series
8/4 Middlebury Center, PA
8/18 Speedsville, NY
8/25 Mauricetown, NJ
9/8 Shippensburg, PA
9/15 Brandonville, PA

AMA SANCTIONED

AUGUST 11

MOTOCROSS PRO-AM
WASHINGTON TOWN & COUNTRY FAIR



Gate Open 12:00 PM
Practice 2:00 PM
Qualifiers 3:00 PM
Supercross Format

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J&W CYCLES
BILL'S 66 STATION

$6000 GUARANTEED PURSE
$3000 added contingencies for amateur class

EXPERT PAYOUT PER MAIN EVENT PER CLASS

1st	$400	6th	$165	1st	$100
2nd	$300	7th	$130	2nd	$75
3rd	$250	8th	$120	3rd	$50
4th	$225	9th	$110	4th	$25
5th	$200	10th	$100		

25+/30+ class

Entry Fee
$20 Amateur
$30 Expert
$30 + 25 Class

Gate Fee
Adults $12
Children $7
Includes entry into Fairgrounds & Midway

Pee-Wee Intermission Trophies
$1500 start money
First 15 pre-entered experts $100 start Money –
Cut off Date 8/1/ 96

No coolers allowed on Fairgrounds

Refreshments Available

Showtime Supercross- A Tri-Pod Production

80 Jr. & Sr.
125 B&C
250 B&C
25+/30+
Amateur
TROPHY and CONTINGENCIES
District 18
YZ Bucks

Mail Pre-Entry To:
Tri-Pod Racing c/o J&W Cycles
P.O. Box 354, Washington, MO 63090

Name _____
Address _____
AMA# _____ **Expires** _____
Class _____ **Bike Brand** _____

1-800-748-8098 For Info

NEBRASKA

AMA ProRacing CORNHUSKER Budweiser
MOTORCYCLE CHAMPIONSHIP
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750cc
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Event Headquarters & Information
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All The Top National Riders!
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Springsteen • Poovey • Moorehead
Atherton • Kopp • Landes • Varnes

RameR MoToRS TRIUMPH

Nebraska State Fair Park Raceway
Lincoln, Nebraska

BURGER KING

AUG. 10, 1996 7:30 P.M.

OVER ½ HILL GANG
Saturday, July 27 Starwest
(Practice 5:00 pm • Race 6:00 pm)
The Ultimate 30+ Vet MX Club Info: (310) 864-6875

GLEN HELEN RACEWAY PARK
AMA CALIFORNIA AMA
STATE MX CHAMPIONSHIP
OCT. 19-20
24 Hr. Info: 909-880-3090

LEM WEST 50cc CYCLES
CR3 & LX2/s In Stock.
AMA, NMA or Modified Models Complete Parts Warehouse
Open Noon till 9:00 pst Mon-Sat.
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$100,000.00 IN CASH & CONTINGENCIES
$ $ $ BIGGEST PAYOUT EVER $ $ $
BRANSON, MO. SEPT 7 & 8, 1996
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THE BLACK HILLS AMA PRO RACING

1/2 MILE GRAND NATIONAL DIRT TRACK

750cc NATIONAL

THIS IS THE RACE OF THE RALLY

Get There Early

RHS RICE HONDA SUZUKI RAPID CITY, S.D.

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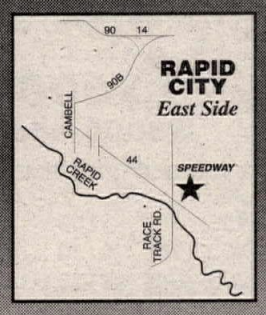
Tickets Also Available at Track on Race Day at 9:00am

BLACK HILLS SPEEDWAY

INFO HOTLINE 605/393-2122

Hwy. 44 East & Race Track Rd. 3 miles south of I-90 (Exit 60), then .5 miles east on SR44.

50 FLAG SALUTE By Hog Heaven Camp Ground 800-551-1283



• WEDNESDAY •
AUGUST 7TH - 8PM

SPEEDWAY RACING
Every Friday Night
Orange County Fairgrounds
Costa Mesa, California
Info: (714) 492-9933

Fri., Aug. 2nd	Mission Yamaha Nite Summer Season Opener Speedway, Sidecars & Doug Domokos
Sat., Aug. 3rd	1/4 Mile Speedway & Sidecars Bakersfield Speedway
Fri., Aug. 9th	Stanley Exhaust Tech Night Speedway/Sidecars/Midgets

DISTRICT 37 AMA DUAL SPORT

CALIFORNIA TRAIL RIDES presents the 7th Annual

HI SIERRA 250 Dual Sport Adventure

AUGUST 24-25, 1996

Two days of fantastic riding in the Sierra National Forest. Single track trails, jeep roads, 4WD trails and much more! Spectacular scenery just south of Yosemite. Lots to do in the area. Visit Yosemite, Sugar Pine Railroad, Bass Lake, Fresno Flat (old town) and much more!

Ride HQ & Saturday BBQ at Crane Valley USFS Group Campground (already reserved for CTR) at Bass Lake. Limited camping at group camp, 1st come, 1st served, $12/night to CTR, no hookups. Additional camping available ($15/night) at 7 nearby USFS campgrounds (reservations call 1-800-280-2267). Free primitive camping at Miami Mtn. OHV Area.

Signup at Crane Valley Group Campground
Friday Night 7 - 11pm
Sat. & Sun. mornings 7 - 8:30am

Entry Fee:
2 Days $70 (includes t-shirt & Sat. night BBQ)
(deduct $10 for no BBQ)
1 Day ($50 (includes t-shirt)
(deduct $10 for no BBQ)
PASSENGERS RIDE FREE (T-shirt & BBQ extra)
AMA Members receive $5 discount on entry

QUIET STREET LEGAL DUAL SPORT BIKES ONLY!
SPARK ARRESTORS MANDATORY
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L.A. Old Timers MX Association
is announcing a new
JR. OLD TIMERS VET 35+ Class
at every event.
Inquire at track with the OTMX or call for info
(714) 633-9503

Tell them you saw it in CYCLE NEWS

August 3-4

BIG BEAR TRAIL RIDERS

"Reviving the Past"

BIG BEAR RUN
DUAL SPORT TOUR

- Separate Courses for all Skill Levels
- Terrain to Challenge the Expert and Scenery to Thrill the First-Timer
- Saturday Night Banquet & Finisher Plaques

Presented by Big Bear Trail Riders
Info and Entry Forms (909) 585-7544 Joe (909) 866-1502 Ron

let's go to BRANSON! Oct. 4-5-6, 1996
no qualifiers-32 classes
Branson, USA
NMA-GNC OR AMA LICENSE REQ'D
1996 national MX Championship
ENTRY FORMS & MORE 909-657-6834

CMA
(209) 673-8080
GFI Racing North
MX Practice Every Wednesday, Little Okie, Madera
Bounty Hunter MX Series (Yamaha Contingencies)

Sat., July 27	Las Banos, CA - Round 7	(Night Race)
Sat., Aug. 3	Las Banos, CA - Round 8	(Night Race)
	1996 GFI Little Okie Summer Series	
Sat., July 26	Little Okie, Madera, CA	(Night Race)

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grave, NJ
Info 717/865-0601

Championship Hare Scrambles Series
8/11 Good Springs, PA
9/29 Whiteford, MD
10/13 Mauricetown, NJ
11/17 Greenbank, NJ
Info 717/865-0601

Dual Sport Series
9/29 Indian Mills, NJ
10/20 New Philadelphia, PA
11/17 Belleplain, NJ
Info 717/865-0601

New England Trials Association
7/28 Exeter, RI
9/15 Exeter, RI
10/6 Chepachet, RI
10/13 Exeter, RI
10/19-20 Meriden, CT

Southeastern Trials Riders Association C'ship Series
8/31-9/1 Monroe, GA
9/28-29 Cumming, GA
10/26-27 Jasper, TN
11/16-17 Jasper, TN
Info 770/928-4872

Hammerhead Grand Championship Series
7/28 Danville, VA
8/18 Wytheville, VA
8/25 Danville, VA

U.S. Eastern Pro-Am Motocross Fall Series
9/8 Elizabeth City, NC
9/14 Danville, VA
9/22 Wytheville, VA
9/29 Dillwyn, VA
10/6 Elizabeth City, NC
10/13 Axton, VA
10/27 Danville, VA
11/17 Danville, VA

Virginia Championship Hare Scramble Series
9/15 Middlebrook, VA
10/6 Martinsville, VA
10/20 Newport News, VA
11/3 Surry, VA
Info 804/255-4620

NESC Motocross Fall Series
7/28 Southwick, MA
8/4 Middleboro, MA
8/10 Southwick, MA
8/11 Southwick, MA
8/18 Central Village, CT
9/1 Greene, ME
9/2 Greene, ME
9/8 Southwick, MA
9/15 Middleboro, MA
9/21 Greene, ME
9/22 Greene, ME
9/28 Southwick, MA
9/29 Central Village, CT
10/6 Middleboro, MA
10/13 Southwick, MA
10/20 Middleboro, MA
10/27 Southwick, MA
11/3 Middleboro, MA

Motorcycle Roadracing Association
8/4 Peublo, CO
8/11 Mead, CO
8/25 Denver, CO
9/14-15 Steamboat Springs, CO
9/29 Denver, CO

Over the Hill Gang
9/14-15 Hollister, CA
11/16-17 Palmdale, CA
10/12-13 Oatfield, CA
4/13-14 Hanford, CA
Info 310/864-6875

Vintage Iron Evolution of Motocross Series
8/10 Southwick, MA
9/16 Craig, CO
10/13 Carlsbad, CA
11/3 Tulare, CA
12/8 LasVegas, NV

Metropolitan Sports Committee Fall Series
7/28 Modena, NY
8/4 Claverack, NY
8/11 Monticello, NY
8/18 Modena, NY
9/1 Modena, NY
9/8 Modena, NY
9/15 Claverack, NY
9/22 Modena, NY
9/29 Modena, NY
10/6 Modena, NY
10/13 Modena, NY
10/20 Modena, NY
10/27 Modena, NY
11/3 Modena, NY

GFI at Night
* 7/27 Perris, CA
8/3 Perris, CA
8/10 Perris, CA
* 8/17 Perris, CA
8/24 Perris, CA
* ** 8/31 Perris, CA
* Yamaha & ** Kawasaki Contingency Available
Info 909/653-4042

GFI Fall Series North
9/1 Los Banos, CA, Rnd 1
9/8 Madera, CA, Rnd 2
9/15 Madera, CA, Rnd 3
9/29 Los Banos, CA, Rnd 4

GFI Fall Series South
9/8 Perris, CA
* 9/15 Perris, CA
* 9/29 Perris, CA
* 10/6 Perris, CA
* 10/27 Perris, CA
* Honda, Kawasaki, Suzuki & Yamaha Contigency Available
Info 909/653-4042

Northeast MX Classic Series
7/28 Walden, NY, Rnd 5
TBA Rnd 6

Roadracing Association of Motocycles Championship Series
8/4 Coos Bay, OR
8/18 Coos Bay, OR
9/8 Coos Bay, OR
10/13 Coos Bay, OR
Info 541/269-2474

Competition Riders of America Fall MX Series
9/1 Ohio International, OH
9/8 Western Reserve, OH
9/15 Malvern, OH
10/13 Spring Valley, OH
10/20 Pymatuning, OH
10/27 Amherst, OH

Competition Riders of America Vintage MX Series
8/22 Lake County Fair, OH
9/22 Ohio International, OH

Competition Riders of America Buckeye Hare Scramble Series
8/11 Big Valley, OH
9/15 Broken Spokes, OH
10/27 Malvern, OH
11/3 Spring Valley, OH

Moto Sports of America Flat Track Series
8/3 Afton, WY
8/21 Douglas, WY

KTM/Team Dual Dogs California Dual Sport Series
10/13 Glen Helen, CA
12/15 Ontario, CA
Info 818/886-7194

ASM Canada Cup Superbike Series
8/31-9/1 Quebec, Canada

Quebec/Ontario ASM Championship
8/24-25 Quebec, Canada
8/31-9/1 Quebec, Canada
10/14 Ontario, Canada

ASM Endurance
9/21 Quebec, Canada
10/14 Ontario, Canada

Eastern Championship Enduro Series
8/13 Roselawn, IN
9/1 Clinton, SC
9/15 London, KY
10/13 Princeton, KY

CMC Trans-Cal MX Nationals
South
9/22 Gorman, CA
10/6 Victorville, CA
10/20 Ramona, CA
North
9/14 Anderson, CA
9/29 Carson City, NV
10/13 Marysville, CA
10/27 Chico, CA
Pac-Northwest
8/25 Albany, OR
9/15 Eugene, OR
9/29 Albany, OR
Final Showdown
11/9-10 Gorman, CA
Info 714/367-1141

ECEA Hare Scrambles
7/30 Easter, PA
9/29 GMER, MD
10/6 HMDR, PA
10/13 South Jersey, NJ
10/20 South Jersey, NJ
12/1 Meteor M.C., NJ

ECEA Enduro
8/4 Middlebury Center, PA
8/18 Speedsville, NY
8/25 Mauricetown, NJ
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grove, NJ

EEA Eastern Championship Enduro Series
8/11 Roselawn, IN, Rnd 5
9/1 Clinton, SC, Rnd 6
9/15 London, KY, Rnd 7
10/13 Princeton, KY, Rnd 8
10/27 Delaware City, DE, Rnd 9
11/3 Maplesville, AL, Rnd 10
Info 706/376-5232

Daniels Ridge Supercross
7/27 Taylorsville, NC
8/3 Taylorsville, NC
8/17 Taylorsville, NC
8/31 Taylorsville, NC
9/14 Taylorsville, NC
9/28 Taylorsville, NC

Northwest Motorcycle Association Enduro Series
9/22 Capiol Forest, WA
9/28 Walker Valley, WA
10/13 Bellingham, WA
11/17 Tahuya, WA

Northwest Motorcycle Association Off-Road Series
8/4 Hannigan, WA
9/7 TBA
10/6 Rimrock, OR
10/27 Shelton, WA
10/20 Thurston Co. ORV, WA
11/3 Sir, WA

Manitoba Roadracing Association Endurance
10/5 Manitoba, Canada
Info 204/775-9473

Manitoba Roadracing Association Sprint Races
9/7 Manitoba, Canada
9/8 Manitoba, Canada
10/6 Manitoba, Canada
Info 204/775-9473

AMA/District 10 Hare Scramble Championship Series
8/11 Owenton, KY
9/15 Bedford, KY
Info 903/882-4215

California Dirt Track Championship Series
7/26 Madera, CA
8/2 Madera, CA
8/9 Madera, CA
8/16 Madera, CA
Info 209/661-0706

Mid South C'ship Summer Hare Scrambles Series
9/8 Summertown, TN
9/22 Box Hollow, TN
Info 615/859-0873

Northeast Professional Flat Track Championship
7/27 Trois Rivieres, Canada
8/23 Middletown, NY
8/24 Stafford, CT
8/30 Quebec City, Canada
9/7 Weedsport, NY

Rocky Top USA Motocross Racing Series
8/18 Oklahoma, OK
9/1-2 Oklahoma, OK
9/14 Oklahoma, OK
9/28-29 Oklahoma, OK
10/12 Oklahoma, OK
10/26-27 Oklahoma, OK
11/9 Oklahoma, OK
Info 405/677-3333

Western New York Sports Committee
7/28 Hunt, NY
* 8/4 Batavia, NY

* 8/11 Hunt, NY
8/18 Auburn, NY
9/1 Hunt, NY
9/8 Auburn, NY
9/15 Batavia, NY
9/22 Palmyra, NY
9/29 Silver Springs, NY
10/6 Silver Springs, NY
10/13 Palmyra, NY
10/20 Hunt, NY
10/27 Hunt, NY
* Western New York Challenge Series
Info 315/597-1241

Arkansas Hare Scramble Championship Series

8/25 Durham, AR
9/15 Maynard, AR
10/20 Amity, AR
11/3 Springdale, AR
12/1 Springdale, AR
Info 501/751-5807

Georgia Flat Track League

8/17 Lawrenceville, GA
9/14 Lawrenceville, GA
9/29 Carnesville, GA
10/13 Carnesville, GA
11/10 Carnesville, GA
12/8 Carnesville, GA
Info 770/962-7888

AMA/Prostar Drag Racing Series

8/16-18 Indianapolis, IN, Rnd 7
9/6-8 Atco, NJ, Rnd 8
10/5-6 Columbus, OH, Rnd 9
11/7-10 Gainesville, FL, Rnd 10

JULY

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28	29	30	31			

AUGUST

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18	19	20	21	22	23	24
25	26	27	28	29	30	31

SEPTEMBER

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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

*Denotes Payback

July 24-25

ILLINOIS STADIUM MOTOCROSS - Up Front Promotions, Pre-Entry Only, 68th Annual Lake County Fair, Grayslake. Info: 815/385-7744.

Wed, July 24

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

* NEW YORK SUPERCROSS SERIES - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

July 26-28

CALIFORNIA DESERT RACE - Baja Promotions, The Triple Crown of Cal-City High Desert Series/The Midnight Romp II 150, California City. Info: 818/992-6355.

Fri, July 26

* CALIFORNIA MOTOCROSS - A.V. Fairgrounds, Lancaster. Info: 805/942-1211 or 942-7880.

* CALIFORNIA SUPERCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

* CALIFORNIA SUPERCROSS - B&L Racing Promotions. Sacramento, Raceway Park. Info: 916/483-6548.

CALIFORNIA SHORT TRACK - Tom Anderson's Sand Hill Ranch, Brentwood. Info: 510/634-3328.

CALIFORNIA MOTOCROSS - CMA/1996 GFI Little Okie Summer Series, Night Race, Little Okie, Madera. Info: 209/673-8080.

* KANSAS DIRT TRACK - Vintage Dirt Track Racers Assn., 1/2 mile vintage only, Norton Kansas Fairgrounds, Norton. Info: 918/836-6999.

* MICHIGAN MOTOCROSS - MRA-sanctioned, Milan Cycle City, Milan. Info: 313/439-7735 or 289-2100.

* NEVADA MOTOCROSS - CMC/Michael's Reno Suzuki & Yamaha Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

* NORTH CAROLINA FLAT TRACK - Dixie Land Speedway, Elizabeth City. Info: 919/335-7412.

* OHIO MOTOCROSS - Non-Sanctioned Night Motocross, Broken Spokes Raceway, New Philadelphia. Info: 330/339-9265.

OHIO MOTORCYCLE RACING - Pro-Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

July 27-28

CALIFORNIA DUAL SPORT - AMA/District 37, Inyo 250cc Dual Sport Trail Ride, Lone Pine. Info: 818/348-8381.

* IDAHO MOTOCROSS - Wild West Nationals, Pocatello Motorsports, Pocatello. Info: 801/972-5074.

KENTUCKY DRAG RACE - AMRA, Southern Region, 1/4 mile, Beech Bend Raceway Park, Bowling Green. Info: 708/250-0838.

* MARYLAND MOTOCROSS - AMA/Dist. 7 & 13, Maryland State Championship, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/273-9035.0174

MICHIGAN MOTOCROSS - AMA & Dist. 14 Races/Baja Acres Motocross, Vint. Series, Baja Acres. Millington. Info: 517/871-3356.

OHIO HILLCLIMB - AMA/Pioneer Motorcycle Club, Amateur Hillclimb National, Waterford. Info: 614/984-2297.

* OHIO MOTOCROSS - Pro-Am Practice, Kenworthy's Motocross. Troy. Info: 513/33-4763.

WISCONSIN TRIALS - W.O.T.A., Silvermound, Hixton. Info: 715/963-5821.

Sat, July 27

CALIFORNIA MOTOCROSS - CRC Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - Night Race, CMA/Bounty Hunter MX Series - Yamaha Contingencies, Rnd 7, Las Banos. Info: 209/673-8080.

CALIFORNIA SATURDAY NIGHT MOTOCROSS - Riverfront Park, Marysville. Info: 916/695-2727.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross, Perris Raceway. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA SUPERCROSS - Night Racing, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845.

CALIFORNIA CRUISE NIGHT - Mikuni Calendar Bike Show Weekend, Peterson Automotive Museum, Los Angeles. Info: 213/964-6356.

* CALIFORNIA SHORT TRACK - AMA/District 36 Stockton Motorcycle Club, Hills Ferry Raceway, Newman. Info: 209/463-6224.

* CALIFORNIA MOTOCROSS - Over The Hill Gang, Night Race, Starwest, Moreno Valley. Info: 310/864-6875.

CALIFORNIA VINTAGE TT - AJ Promotions - AHRMA Western Region Dirt Track Series/Plus Formula 100s, Sandhill Ranch, Brentwood. Info: 510/829-9386.

* CALIFORNIA ARENACROSS - CMC/Tri County Fairgrounds, Bishop. Info: 619/872-1570.

COLORADO MOTOCROSS - IMI, Denver. Info: 303/286-1813.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

FLORIDA MOTOCROSS - Sun State Raceway, Ona. Info: 941/776-0303 or 735-1616.

* KENTUCKY 1/2 MILE DIRT TRACK - Pro-Am/Semi-Pro AMA Fast Track Racing-Summer Thunder Series, Bluegrass Speedway, Bardstown. Info: 219/486-7172.

* MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info: 417/744-2593.

MONTANA ENDURO - Sandbar Enduro. Big Rock Motorsports, Helena. 406/442-2698

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342

NORTH CAROLINA MOTOCROSS - Hang Time Motocross Park, Open Practice also, Carthage. Info: 910/947-5340.

* NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-2808.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

* OHIO MOTOCROSS - Dunlop/FMF Amateur Race Day, Kenworthy's Motocross. Troy. Info: 513/33-4763.

* OHIO MOTOCROSS - MRA-sanctioned, Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

* SOUTH CAROLINA MOTOCROSS NIGHT RACING - Ron Twilley Hardeeville Motocross, Hardeeville. Info: 912/427-9674.

VIRGINIA MOTOCROSS ALL CLASSES - Powerline Motocross Playground, Willis. Info: 540/789-7640 or 789-7260.

* VIRGINIA MOTOCROSS - AMA/Saturday Night Motocross, Danville. Info: 804/836-3633.

* WISCONSIN 1/4 MILE FLAT TRACK - Badger Racing Association Club, Colombia County Fairgrounds, Portage. Info: 414/699-3387.

July 28-Aug 2

MICHIGAN DUAL SPORT - AMA/Cycle Conservation Club, Dual Sport Trail Ride Series, Newberry. Info: 517/782-4567.

Sun, July 28

* ALABAMA MOTOCROSS - 250cc A-B-C, Kilpatrick Moto-X, Albertville. Info: 205/561-3495.

CALIFORNIA SHOW - Long Beach Motorcycle Parts Exchange, Long Beach Veteran's Memorial Stadium, Long Beach, Long Beach. Info: 310/426-4641.

CALIFORNIA SPORT AND RACEBIKE SHOW - Mikuni Calendar Bike Show Weekend, With Racing and Tuning Seminars, Santa Monica Airport Museum, Santa Monica. Info: 310/392-8822.

CALIFORNIA GRAND PRIX - SRA/Carlsbad Raceway, San Marcos. Info: 714/957- 2985.

COLORADO KART RACE - IMI, Denver. Info: 303/286-1813.

COLORADO ROAD RACE - MRA, endurance race, Mountain View, Mead. Info: 303/530-5678.

COLORADO MOTOCROSS - SRAC/CMP, Aurora. Info: 800/242-6581.

CONNECTICUT HARE SCRAMBLES - NETRA, Belltown Scrambles, E. Hampton. Info: 203/875-5757.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Pepsi/Air Dania MX Park, Dania. Info: 407/333-2356.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394.

* GEORGIA MOTOCROSS - CRC Motocross, Camden Racing Complex, Woodbine. Info: 912/729-5483.

* KENTUCKY MOTOCROSS - AMA/Blue Grass Motocross Park, Thorobred Series, Clay City. Info: 606/744-5916

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Gates open at 5:30 pm

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Practice 5:00 pm Race 6:00 pm
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Night Racing: July 27th
Motorcycle Open Riding Practice: July 30th
Minicycle Open Riding Practice: July 31st

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On Ramona Expressway at the Lake Perris Fairgrounds

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Tuesday & Thursday Nights
Motorcycle Only!
4:30 pm - 9:30 pm

New! Wednesday Nights
Minis Only!
4:30 pm - 9:30 pm

Saturday Mornings
All Bikes
9:00 am - 2:00 pm
Sessions for Minis!
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GNC Season
Starts September 1st
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GNC MOTOCROSS

GFI RACING (909) 653-4042
A Rider For the Riders

Wed., July 24	GFI Wednesday Practice (3-8p.m.)	Perris
Sat., July 27	GFI at Night Round 5 (Yamaha Contingency Available)	Perris
Wed., July 31	GFI Wednesday Practice (3-8p.m.)	Perris
Sat., Aug. 3	GFI at Night Round 6	Perris

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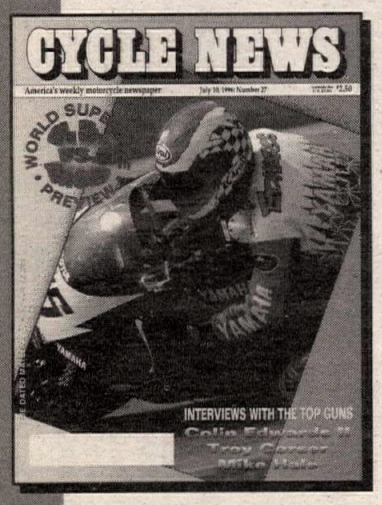

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

KENTUCKY HARE SCRAMBLE - Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

MASSACHUSETTS MOTOCROSS - N.E.S.C., Southwick. Info: 413/772-0685.

NEW YORK MOTOCROSS - AMA/MSC/District 34/Fall Series/North East MX Series (Formerly Tucker Rocky) Honda, Kawasaki, Suzuki & Yamaha Contingencies, Walden Playboys M.C., Walkill. Info: 914/561-2126.

NEW YORK TRIALS - District 4, vintage - non-points, Sodus. Info: 315/331-6649.

* NEW YORK MOTOCROSS - W.N.Y.S.C., Seventh Annual Dunlop Day, Hunt Motocross Park, Hunt. Info: 716/476-2697.

* OHIO MOTOCROSS - 125/250cc Dunlop Pro National, Kenworthy's Motocross. Troy. Info: 513/33-4763.

* OHIO MOTOCROSS - CRA/Ohio International Raceway, Ravenna. Info: 216/369-5993.

* OKLAHOMA MOTOCROSS - Field of Dreams MX Track, Okmulgee. Info: 918/758-0793.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

* OKLAHOMA DIRT TRACK - Vintage Dirt Track Racers - AMA, 1/2 mile, Oklahoma City Fairgrounds, Oklahoma City. Info: 918/836-6999.

OREGON ENDURO - OMRA/NORA M/C Inc., ISDE Series/Lone Squirrel ISDE, points event, Tillamook. Info: 503/678-2779.

* VIRGINIA MOTOCROSS - AMA/District 13, Hammerhead Grand Championship Motocross Series, Danville. Info: 804/836-3633.

WASHINGTON MOTOCROSS - Spokane, Spokane County ORV Track. Info: Steve Peters, 409/927-8087

WASHINGTON POKER RUN - Northwest M/C Assn./Bremerton Cruisers M.C., Sadie Creek. Info: 360/405-1176 or 206/242-7044.

Mon. July 29

PENNSYLVANIA ROADRACE - Reduc Sportbike Association, Pocono Raceway, Long Pond. Info: 215/413-DUCK.

July 30- Aug 3

OKLAHOMA MOTOCROSS - NMA, Grand National Championship, Ponca City. Info: 310/868-8112.

Tues, July 30

CANADIAN/B.C. MOTOCROSS - Night Racing, Mission Raceway Park. Info: 604/533-0233.

Wed, July 31

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MARYLAND SHORT TRACK - 1/10 Mile Dirt Short Track, District 7 Amateur and Youth Classes Plus Pro and XR100 (No Knobbies), Silencers Required, Baltimore County Trail Riders Assoc. & Cockeysville Optimists, Timonium Maryland State Fairgrounds, Maryland. Info: 410/661-6686.

Thur, Aug 1

* ILLINOIS STADIUM MOTOCROSS - AMA Co. Fair Race/Suzuki Dual State Challenge, McHenry Co. Fairgrounds, Woodstock. Info: 815/728-0823 after 5:30 p.m.

Fri, Aug 2

CALIFORNIA SWAP MEET - Intershows Motorsport Promotions, Motorcycle swap meet, Orange County Fairgrounds, Costa Mesa. Info: 714/364-2542.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA SUPER CROSS - Checkered Flag Promotions, Friday Nite at the Races, Shasta District Fairgrounds, Chico. Info: 916/347-6686.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - Night Race, CMA/1996 GFI Little Okie Summer Series, Little Okie, Madera. Info: 209/673-8080.

MICHIGAN FLAT TRACK - Auto City Speedway Asphalt Racing Series, 600cc Pro, Pro-Am, 250-500cc combined amateur class, Auto City Speedway, Flint. Info: 810/659-0325.

NEVADA MOTOCROSS - CMC/Shaun Palmer's Pro Snow Boarders Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

OHIO MOTORCYCLE RACING - Pro-Am AMA Sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

* WISCONSIN STADIUM MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 p.m.

Aug 3-4

CALIFORNIA DUAL SPORT - AMA/Big Bear Trail Riders, Big Bear Lake. Info: 909/585-7544.

MICHIGAN DRAG RACE - AMRA, National, 1/4 mile, Milan International Raceway, Milan. Info: 708/250-0838.

Sat, Aug 3

ALABAMA MOTOCROSS - Night Motocross, Iron Man MX Park, Warrior. Info: 205/663-0963.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross Round 6, Perris Raceway. Info: 909/653-4042.

CALIFORNIA MOTOCROSS/SIDECARS - CRC Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M.C., Lodi. Info: 209/544-1027.

* CALIFORNIA MOTOCROSS - Night Race, CMA/Bounty Hunter MX Series - Yamaha Contingencies, Rnd 8, Las Banos. Info: 209/673-8080.

COLORADO SHORT TRACK & TT - IMI/Dirt Karts/ QTR Midgets, Denver. Info: 303/286-1813.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Summer Supercross, Milton. Info: 904/623-6038.

* KENTUCKY MOTOCROSS - Night Races, Full Throttle Promotions, Inc., Hillbilly Raceway, Hatfield. Info: 606/353-4740.

* KENTUCKY SUPERCROSS - Saturday Night, AMA/District 10, Sheltowee Series, Daniel Boone Motocross Park, London. Info: 606/877-1364.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

MAINE ENDURO - NETRA, Junior Enduro Championship Series, Minuteman Jr., Searsport. Info: 203/875-5757.

* MISSOURI MOTOCROSS RACES - Surdyke Series, Sprout Patch Competition, Billings. Info: 417/744-2593.

* NEW YORK SUPERCROSS SERIES - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NEW YORK MOTOCROSS - Yamaha Contingency Race, Island Motocross of NY Inc., Bridgehampton Race Track, Bridgehampton. Info: 516/924-2399.

* NORTH CAROLINA SUPERCROSS - NAME/Under the Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

NORTH CAROLINA MOTOCROSS - 226 MX/Series Rain Date, Fun Cycles, Nebo. Info: 704/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342.

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

OHIO FLAT TRACK - U.S. Open Speedway, Scotty Brown International Racing, Bear Creek Speedway, Canton. Info: 330/837-5694.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

TEXAS MOTOCROSS - Oso Creek Motocross Club, Oso Creek MX Park, Corpus Christi. Info: 512/364-5539.

WYOMING SHORT TRACK - AMA/Motorsports of America, Lincoln Co. Fairgrounds, Afton. Info: 800/544-8714.

Sun, Aug 4

CALIFORNIA ENDURANCE RACE - Sears Point Raceway, Hayward. Info: 510/537-8208.

CALIFORNIA ROAD RACE - CMRRA 50cc-125cc Championship, Riverside. Info: 909/674-5357.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA, Golden State Vintage Motocross Championships, River Ranch Raceway, Madera. Info: 209/661-0706.

COLORADO - Motorcycle Roadracing Association, Pueblo Motorsports Park, Puebo. Info: 303/442-5900.

COLORADO MOTOCROSS - SRAC/RMP, Berthoud. Info: 800/242-6581.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

ILLINOIS TRIALS -Forest City Riders M.C., Byron. Info: 815/963-2491.

IOWA OBSERVED TRIALS - All-Iowa Trials Riders Ass'n, Tama. Info: 319/277-6179

LOUISIANA ENDURO - Texas State Enduro Championship Series, East Texas Division, Breezy Hill, Dry Prong. Info: 800/55-TSCEC.

MAINE HARE SCRAMBLES - NETRA, Down East, Searsport. Info: 203/875-5757.

MARYLAND MOTOCROSS - AMA/Dist. 7/Antietam M.C. Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.

MASSACHUSETTS MOTOCROSS - N.E.S.C., Middleboro. Info: 413/772-0685.

MICHIGAN HILLCLIMB - All-star Pro Invitational, Mt. Garfield, Norton Shores. Info: 616/728-4153.

* MISSOURI HARE SCRAMBLE - Hilltop Raceway, MO Hare Scramble Series, Kawasaki, Suzuki & Yamaha, St. Louis. Info: 314/949-8847.

NEVADA HARE SCRAMBLE - MRAN/Coyotes, Ely. Info: 702/289-8524.

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Fall Series/Suzuki Contingency, Claverack Motocross, Claverack. Info: 518/828-6149.

NEW YORK TRIALS - District 4, Elmira. Info: 607/732-8396.

* OHIO SUPERCROSS - Western Reserve Motorcycle Club (CRA). Salem. Info: 330/337-8077

OREGON ROAD RACE - Roadracing Assoc. of Motorcycles, Coos Bay International Speedway, Coos Bay. Info: 541/269-2474.

OREGON ENDURO - OMRA/Trailsmen M/C Inc., ISDE Series/Arrowhead ISDE, points event, Tillamook. Info: 503/678-2779.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

SOUTH CAROLINA MINI-MOTORCYCLE ROAD RACING - Smoky Mountain-Mini Road Racing Assoc., Palmetto Super Track, Elgin. Info: 704/376-5389.

WASHINGTON HARE SCRAMBLES - Toasted Hare Scrambles Northwest Motorcycle Assn. Offroad Series/Mount Baker M/C, Hannegan, Bellingham. Info: 360/384-6760 or 206/242-7044.

Aug 5-9

COLORADO NATIONAL RALLY - AMA/Kawasaki Concours Owners Group, 10th Anniversary Rally, Avon. Info: 818/441-6701.

Aug 5-10

TENNESSEE MOTOCROSS - AMA/Loretta Lynn's Ranch, Amateur and Youth Nationals, Hurricane Mills. Info: 419/478-5386.

Mon, Aug 5

* KENTUCKY SUPERCROSS - Western Kentucky State Fair, Hopkinsville. Info: 502/886-8564.

Tues, Aug 6

CANADIAN/B.C. MOTOCROSS - Night Racing. Mission Raceway Park. Info: 604/533-0233.

Wed, Aug 7

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Aug 9-11

OREGON ROAD RACE - Oregon Motorcycle Roadracing Association, Formula USA/NASB, Portland. Info: 503/221-1487.

WYOMING MOTOCROSS - Wild West Nationals, Sweetwater Racing, Rock Springs. Info: 801/972-5074.

Fri, Aug 9

* CALIFORNIA MOTOCROSS - A.V. Fairgrounds, Lancaster. Info: 805/942-1211 or 942-7880.

* CALIFORNIA SUPERCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

* CALIFORNIA SUPERCROSS - B&L Racing Promotions. Sacramento, Raceway Park. Info: 916/483-6548.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

* CALIFORNIA SUPERCROSS - Checkered Flag Promotions, Friday Night at the Races, Shasta District Fairgrounds, Anderson. Info: 916/347-6686.

CALIFORNIA MOTOCROSS - Night Race, CMA/1996 GFI Little Okie Summer Series, Little Okie, Madera. Info: 209/673-8080.

NEVADA MOTOCROSS - CMC/Rico's Pizza Night & Dad's Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

* OHIO MOTOCROSS - Non-Sanctioned Night Motocross, Broken Spokes Raceway, New Philadelphia. Info: 330/339-9265.

OREGON ROAD RACE - Formula USA & NASB Racing/Suzuki School/OMRRA Racing, Oregon Motorcycle Roadracing Ass'n, Portland Int'l Raceway. Info: 503/221-1487.

* WISCONSIN STADIUM MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 p.m.

Aug 10-11

CALIFORNIA TRIALS - AMA/Donner National 2 Day, Donner Ski Ranch, Sacramento. Info: 916-753-2519.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Southwick. Info: 413/772-0685.

Sat, Aug 10

CALIFORNIA MOTOCROSS - CRC Night Motocross, Los Angeles County Raceway, Info: 805/272-8889.

CALIFORNIA SATURDAY NIGHT MOTOCROSS - Riverfront Park, Marysville. Info: 916/695-2727.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross, Perris Raceway. Info: 909/653-4042.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M.C., Lodi. Info: 209/544-1027.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motosports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

KENTUCKY MOTOCROSS - Daniel Boone Motocross Park, London. Info: 606/877-1364.

MASSACHUSETTS ENDURO - NETRA, Junior Enduro Championship Series, Mudslinger Jr., Granville. Info: 203/875-5757.

* MISSOURI MOTOCROSS RACES - Surdyke Series, Sprout Patch Competition, Billings. Info: 417/744-2593.

* NEVADA MOTOCROSS - Desert Nights Series Round 4, Nevada Old Timers, Fernley Int'l Raceway, Fernley. Info: 702/322-4311.

* NEW YORK SHORT TRACK - AMA Lembo Lake Park. Modena, 914/427-2248

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

NORTH CAROLINA MOTOCROSS - Hang Time Motocross Park, Open Practice also, Carthage. Info: 910/947-5340.

* NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-2808.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

OREGON ROAD RACE - Formula USA & NASB Racing/Suzuki School/OMRRA Racing. Oregon Motorcycle Roadracing Ass'n. Portland Int'l Raceway. Info: 503/221-1487.

* SOUTH CAROLINA MOTOCROSS - Ron Twilley Hardeeville Motocross, Hardeeville. Info: 912/427-9674.

* WISCONSIN SHORT TRACKS - AMA, Aztalan Cycle Club Inc., Seniors Motocross, Clubgrounds, Lake Mills. Info: 414/297-9367.

* WYOMING MOTOCROSS - Wild West Nationals, Rnd 8, Sweet Water Racing, Rock Springs. Info: 801/972-5074.

Sun, Aug 11

CALIFORNIA SHOW & SWAPMEET - Classic Japanese Motorcycle Club, Squaw Valley/Lake Tahoe, Olympic Valley. Info: 916/546-7661.

COLORADO KART RACES - IMI, Denver. Info: 303/286-1813.

COLORADO ROAD RACE - MRA, Mountain View, Mead. Info: 303/530-5678.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

* KANSAS MOTOCROSS - K.O.R.R., Summer National, Silver City, Sterling. Info: 316/942-6527.

KENTUCKY HARE-SCRAMBLE SERIES - AMA/Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

* KENTUCKY MOTOCROSS - AMA/Blue Grass Motocross Park, Thorobred Series, Clay City. Info: 606/744-5916

* MARYLAND SUPERCROSS - AMA Dist. 7 & 13, Budd's Creek MX Park. Info: 301/475-2000

MASSACHUSETTS MOTOCROSS - New England Motocross Assoc., Capeway Rovers, Middleboro. Info: 860/928-2138.

MASSACHUSETTS ENDURO - NETRA, Mudslinger, Granville. Info: 203/875-5757.

* MEXICO MOTOCROSS - Too Much Fun Promotions, LaPlaya Motocross Grand Prix Series - Rnd 3, Cantamar Sand Dunes, Rosarito Beach. Info: 011-52-661-22525.

NEW YORK TRIALS - District 4, Cayuta. Info: 607/796-9558.

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Fall Series/Yamaha Contingency, South Woods Sportsman, Holiday Mountain Ski Area, Monticello. Info: 914/794-4033.

* NEW YORK MOTOCROSS - AMA/Dist. 3, Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

* NEW YORK MOTOCROSS - Hunt Motocross Park, WNYSC Challenge Series Race, Robinson Road, Hunt. Info: 716/476-2697.

NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association. Bismarck. Info: 701/343-2094

OHIO MOTOCROSS - Sunset Ramblers, Galion. Info: 419/562-6931.

OHIO HARE SCRAMBLE - CRA/ Proffer Promotions, Round 4 Buckeye Series, Round 5, Blackcoal Series, Big Valley, East Palestine. Info: 330/538-2220.

* OHIO MOTOCROSS - Amherst Meadowlarks M.C., Amherst. Info: 216/988-9100.

* OHIO MOTOCROSS - AMA/Delaware Motocross Park, Delaware. Info: 614/596-2057.

OREGON RIDE - OMRA/Trailsmen, Road Run, non-points event, Mount Hood. Info: 503/678-2779.

OREGON ROAD RACE - Formula USA & NASB Racing/Suzuki School/OMRRA Racing Oregon Motorcycle Roadracing Ass'n, Portland Int'l Raceway. Info: 503/221-1487.

* PENNSYLVANIA MOTOCROSS & POKER RUN - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc, Pine Grove. Info: 717/345-6340 or 717/345-8734.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club Inc., North Amer. A Classes, Clubgrounds, Lake Mills. Info: 414/297-9367.

WASHINGTON MOTOCROSS - Spokane, Spokane County ORV Track. Info: Steve Peters, 409/927-8087

* WYOMING MOTOCROSS- HPMA/Laramie Dirt Riders. Info: 307/721-3044.

WYOMING MOTOCROSS - SRAC/CCC, Cheyenne. Info: 800/242-6581.

Tues, Aug 13

CALIFORNIA MOTORCYCLE SHOW - McGee's Grill/Local Dealers, Citrus Heights. Info: 916/966-1364.

CANADIAN/B.C. MOTOCROSS - Night Racing. Mission Raceway Park. Info: 604/533-0233.

Wed, Aug 14

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MARYLAND SHORT TRACK - 1/10 Mile Dirt Short Track, District 7 Amateur and Youth Classes plus Pro and XR100 (No Knobbies) Silencers Required, Baltimore County Trail Riders Assoc. & Cockeysville Optimists, Timonium Maryland State Fairgrounds, Maryland. Info: 410/661-6686.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Holmes County Fair, Millersburg. Info: 614/596-2057.

Thurs, Aug 15

* ILLINOIS 1/2 MILE FLAT TRACK - Badger Racing Association Club, Winnebago County Fair, Pecatonica. Info: 414/699-3387.

Aug 16 - 17

WASHINGTON MOTOCROSS - AMA sanctioned. Washougal Motocross track. Info: 541/673-1671

Fri, Aug 16

* CALIFORNIA MOTOCROSS - A.V. Fairgrounds, Lancaster. Info: 805/942-1211 or 942-7880.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - Night Race, CMA/1996 GFI Little Okie Summer Series, Little Okie, Madera. Info: 209/673-8080.

NEVADA MOTOCROSS - CMC/Carson City Yamaha Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

* NORTH CAROLINA FLAT TRACK - Dixie Land Speedway, Elizabeth City. Info: 919/335-7412.

OHIO MOTORCYCLE RACING - Pro/Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

Aug 17-18

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

CONNECTICUT ENDURO - NETRA, Junior Enduro Championship Series, Summer Slam Jr., Union. Info: 203/875-5757.

ILLINOIS DRAG RACE - AMRA, Midwest Region, 1/4 mile, Gateway International, East St. Louis. Info: 708/250-0838.

MICHIGAN MOTOCROSS - AMA & Dist. 14 Races/ Baja Acres Motocross, ATVs on 18th only. Baja Acres. Millington. Info: 517/871-3356.

NEW YORK SHORT TRACK - AMA/Electric City Riders M.C., Kelly Station Road, Schenectady. Info: 518/374-7979.

NORTH DAKOTA MOTOCROSS - Turtle River MX Club. Arvilla. Info: 701/343-2094

WASHINGTON POKER RUN - Smuggler Poker Run Northwest Motorcycle Assn/Tocoma Trail Cruisers M/C, Capitol Forest, Olympia. Info: 206/840-0445 or 206/242-7044.

* WISCONSIN STADIUM MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 aft. 5:30 pm.

WISCONSIN TRIALS - W.O.T.A., Mark Doll's farm, Wauzeka. Info: 608/875-5645.

Aug 17-24

* MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info: 417/744-2593.

Sat, Aug 17

ALABAMA MOTOCROSS - Night Motocross, Iron Man MX Park, Warrior. Info: 205/663-0963.

CALIFORNIA MOTOCROSS - CRC Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross Round 8, Perris Raceway. Info: 909/653-4042.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M.C., Lodi. Info: 209/544-1027.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motosports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA ARENACROSS - CMC/Tri County Fairgrounds, Bishop. Info: 619/872-1570.

COLORADO SHORT TRACK & TT - IMI/Dirt Karts/QTR Midgets, Denver. Info: 303/286-1813.

COLORADO SUPERCROSS - SRAC/Extreme, Grand Junction. Info: 800/242-6581.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Summer Supercross, Milton. Info: 904/623-6038.

GEORGIA FLAT TRACKLEAGUE - Race #5, Lawrenceville. Info: 770/962-7888.

* KENTUCKY MOTOCROSS - Night Races, Full Throttle Promotions Inc., Hillbilly Raceway, Hatfield. Info: 606/353-4740.

* KENTUCKY SUPERCROSS - Saturday Night, AMA/District 10, Sheltowee Series, Daniel Boone Motocross Park, London. Info: 606/877-1364.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

* MISSOURI MOTOCROSS RACES - Surdyke Series, Sprout Patch Competition, Billings. Info: 417/744-2593.

* NEVADA MOTOCROSS - Desert Nights Series Round 5, Reno Over the Hill Gang, Fernley Int'l Raceway. Fernley. Info: 702/322-4311.

* NEW YORK 1/4 MILE SHORT TRACK - AMA Square Deal Riders M.C., S.D.R. Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

NEW YORK MOTOCROSS - Yamaha Contingency Race, Island Motocross of NY Inc., Bridgehampton Race Track, Bridgehampton. Info: 516/924-2399.

* NEW YORK SUPERCROSS SERIES- Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NEW YORK VINTAGE DIRT TRACK - AHRMA/Classic Bike/Electric City Riders, Duanesburg. Info: 518/365-2257.

NORTH CAROLINA MOTOCROSS - 226 MX/Strick's Cycle, Nebo. Info: 704/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342

* NORTH CAROLINA SUPERCROSS - NAME/Under the Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association. 17th is non-points. Arvilla. Info: 701/343-2094

* OHIO MOTOCROSS - Poker Run & Corn Roast, Amherst Meadowlarks M.C., Amherst. Info: 216/988-9100.

OHIO FLAT TRACK - Mini & Youth, Bear Creek Speedway, Scotty Brown International Racing, Canton. Info: 330/837-5694.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

WASHINGTON MOTOCROSS - AMA/Outdoor Championship Series, U.S. Women's Motocross League, Washougal. Info: 714/837-3374.

Sun, Aug 18

CALIFORNIA GRAND PRIX - SRA, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

CONNECTICUT HARE SCRAMBLES - NETRA, Union. Info: 203/875-5757.

CONNECTICUT MOTOCROSS - New England Sports Committee, Central Village. Info: 413/772-0685.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Sun State Raceway, Ona. Info: 407/333-2356.

* KANSAS MOTOCROSS - K.O.R.R., Hillsboro MX Park, Hillsboro. Info: 316/942-6527.

* MARYLAND MOTOCROSS - AMA Dist. 7 & 13. Budd's Creek MX Park. Info: 301/475-2000

* MISSOURI HARE SCRAMBLER - Coffee Creek, Kawasaki & Suzuki, Canton. Info: 573/769-2794 or 573/769-2946.

* NEW YORK MOTOCROSS - AMA/Dist. 3, Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Fall Series /Diamond-back Motocross, Modena. Info: 914/795-5697 or 914/565-3651.

OHIO HARE SCRAMBLES - Constitution Ridge Raceway. Belpre. Info: 614/593-6704.

* OKLAHOMA MOTOCROSS - (AMA Rules), Rocky Top USA, Oklahoma City. Info : 405/677-3333 or 800/224-7890.

OREGON ROAD RACE - Roadracing Assoc. of Motorcycles, Coos Bay International Speedway, Coos Bay. Info: 541/269-2474.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

SOUTH CAROLINA MINI-MOTORCY-CLE ROAD RACING - Smoky Mountain-Mini Road Racing Assoc., Palmetto Super Track, Elgin. Info: 704/376-5389.

WASHINGTON ROAD RACE - WMRRA, Hoquiam. Info: 206/972-4499.

* VIRGINIA MOTOCROSS - AMA/District 13, District 29, Hammerhead Grand Championship Motocross Series, Wytheville. Info: 804/836-3633.

Tues, Aug 20

CANADIAN/B.C. MOTOCROSS - Night Racing. Mission Raceway Park. Info: 604/533-0233.

Wed, Aug 21

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

WYOMING SHORT TRACK - AMA/Motorsports of America, Wyoming State Fairgrounds, Douglas. Info: 800/544-8714.

Aug 23-24

* NEW YORK MOTOCROSS - AMA/Broome-Tioga Sports Center, Suzuki East Coast Amateur Nationals, Binghamton. Info: 717/222-9290 or 607/648-4997

Fri, Aug 23

* CALIFORNIA SUPERCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

* CALIFORNIA SUPERCROSS - B&L Racing Promotions. Sacramento, Raceway Park. Info: 916/483-6548.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - Night Race, CMA/1996 GFI Little Okie Summer Series, Little Okie, Madera. Info: 209/673-8080.

MICHIGAN FLAT TRACK - Auto City Speedway Asphalt Racing Series, 600 Pro, Pro-Am, 250-500cc combined amateur class, Auto City Speedway, Flint. Info: 810/659-0325.

NEVADA MOTOCROSS - CMC/Thin Air Motorsports Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

NEW YORK FLAT TRACK - AMA Pro Am Northeast Series, On-Time Productions, Orange County Fairgrounds, Middletown. Info: 914/343-4826.

OHIO MOTORCYCLE RACING - Pro-Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

* WISCONSIN STADIUM MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 pm.

Aug 24-25

CALIFORNIA DUAL SPORT - AMA/District 37, Dual Sport, California Trail Rides Hi Sierra 250, Crane Valley USFS Ground Campground, Bass Lake. Info: 714/992-9291.

INDIANA DUAL SPORT - AMA/Stoney Lonesome M.C., Dual Sport Trail Ride Series, Columbus. Info: 512/372-1437.

INDIANA DRAG RACE - IDBA, U.S. 41 Dragway, Morocco. Info: 205/849-7886.

MINNESOTA ROAD RACE - Central Roadracing Association, Brainerd. Info: 612/332-4070.

TEXAS DRAG RACE - AMRA, National, 1/4 mile, Texas Motorplex, Ennis. Info: 708/250-0838.

Sat, Aug 24

ALABAMA MOTOCROSS - Night Motocross, Iron Man MX Park, Warrior. Info: 205/663-0963.

CALIFORNIA MOTOCROSS - CRC Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA SATURDAY NIGHT MOTOCROSS - Riverfront Park, Marysville. Info: 916/695-2727.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross R9, Perris Raceway. Info: 909/653-4042.

CALIFORNIA TRIALS - AMA/ Hard Rock Vintage, Sacramento. Info: 916-753-2519.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M.C., Lodi. Info: 209/544-1027.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motosports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

COLORADO SUPERCROSS - SRAC/CMP, Adams County. Info: 800/242-6581.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* GEORGIA MOTOCROSS - AMA/Trans - MX Series - Round 7 Sport Star, Inc., Road Atlanta MX, Braselton. Info: 770/493-1792.

* KANSAS MOTO/SCRAMBLES - K.O.R.R., Green Acres, Marion. Info: 316/942-6527.

* KENTUCKY ARENACROSS - KTMXA/Paris Dirt-Trackers Inc., Eddyville, Lyon County Fairgrounds. Info: 901/642-0511 (days)

MASSACHUSETTS ENDURO - NETRA, Junior Enduro Championship Series, Knox II Jr., Southampton. Info: 203/875-5757.

* MISSOURI MOTOCROSS RACES - Surdyke Series, Sprout Patch Competition, Billings. Info: 417/744-2593.

MONTANA MOUNTAIN SCRAMBLES - Great Divide Mountain Scrambles. Big Rock Motorsports, Helena. 406/442-2698

NEW YORK 1/4 MILE SHORT TRACK - AMA Square Deal Rider M.C., S.D.R. Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

NORTH CAROLINA MOTOCROSS - Hang Time Motocross Park, Open Practice also, Carthage. Info: 910/947-5340.

* NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-2808.

OHIO MOTOCROSS KX BUCKS - AMA/District 11, Action Sports Promotions Inc., Nelsonville. Info: 614/594-6686.

* PENNSYLVANIA SUPERCROSS - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

* VIRGINIA MOTOCROSS - AMA/Saturday Night Motocross, Danville. Info: 804/836-3633.

WASHINGTON MOTORCYCLE RALLY - Motorcycles West Weekend, Hoquiam 8th Street Landing, Hoquiam. Info: 360/533-5968.

Sun, Aug 25

* ARKANSAS HARE SCRAMBLE - Crossroads, Durham. Info: 501/521-4194.

CALIFORNIA SHOW - Long Beach Motorcycle Parts Exchange, Long Beach Veteran's Memorial Stadium, Long Beach, Long Beach. Info: 310/426-4641.

CALIFORNIA TRIALS - AMA/ Hard Rock Trials, Sacramento. Info: 916-753-2519.

COLORADO KART RACES - IMI, Denver. Info: 303/286-1813.

COLORADO ROAD RACE - MRA, Second Creek, Denver. Info: 303/530-5678.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Dade City Raceway, Dade City. Info: 407/333-2356.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394.

ILLINOIS TRIALS - Variety Riders M.C., Variety Rider M.C. Clubgrounds, Ottawa. Info: 815/434-6143.

IOWA HARE SCRAMBLES - Iowa Enduro Riders Association, Dow City. Info: 515/795-3440.

IOWA OBSERVED TRIALS - All-Iowa Trials Riders Association, Al Upah Farm, Tama. Info: 515/484-2875.

KENTUCKY MOTOCROSS - Pendleton Co. M/C Park, Center Ridge Rd., DeMossville. Info: 606472-3442.

MARYLAND MOTOCROSS - AMA/Dist. 7/Antietam M.C. Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/273-9035.

MASSACHUSETTS HARE SCRAMBLES - NETRA, Mohawk, Cheshire. Info: 203/875-5757.

MASSACHUSETTS TURKEY RUN - NETRA, Slippery Rock, Gardner. Info: 203/875-5757.

* NEW YORK MOTOCROSS - AMA/125/250 National Motocross, Broome-Tioga Sports Center, Binghamton. Info: 717/222-9290 or 607/648-4997.

* NORTH CAROLINA HARESCRAMBLES - NC Assoc. Series, Devils Ridge, Sanford. Info: 919/776-1767.

NORTH CAROLINA MOTOCROSS - Victory Sports Racing, Carolina Ultra Series - Rnd 8, Top Gun, Linconton. Info: 423/323-5497.

NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association. Beulah. Info: 701/343-2094

OHIO CROSS COUNTRY - AMA/Racer Productions, Grand National Cross Country Tour, Burr Oaks, Millfield. Info: 304/284-0084.

* PENNSYLVANIA MOTOCROSS - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

* VIRGINIA MOTOCROSS - AMA/District 13, Hammerhead Grand Championship Motocross Series, Danville. Info: 804/836-3633.

WASHINGTON HARBOR HOT LAPS - WMRRA Trophy Street Race, Grays Harbor Port Industrial Area, Hoquiam. Info: 360/533-5968.

* WISCONSIN MOTOCROSS - AMA/Dist. 16, Triplecross, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 pm.

* WYOMING MOTOCROSS-HPMA/Powder Basin Motocross Club, Gillette. Info: 307/682-0849.

Tues, Aug 27

CANADIAN/B.C. MOTOCROSS - Night Racing. Mission Raceway Park. Info: 604/533-0233.

Wed, Aug 28

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

* KENTUCKY MOTOCROSS - AMA/American Motosports Inc., Greenup County Fair, Greenup. Info: 614/596-2057.

Thurs, Aug 29

* CALIFORNIA ARENACROSS - CMC/Tri County Fairgrounds, Bishop. Info: 619/872-1570.

Fri, Aug 30

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA SUPER CROSS - Checkered Flag Promotions, Friday Nite at the Races, Shasta District Fairgrounds, Anderson. Info: 916/347-6686.

IOWA FLAT TRACK RACE - 8th Annual Nostalgic Antique Motorcycle Half-Mile Flat Track Race, Mississippi Valley Fairgrounds, Davenport. (Aug 31, if 30th is rained out) Info: 319/359-3400.

NEVADA MOTOCROSS - CMC/Kawasaki Of Reno Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

OHIO MOTORCYCLE RACING - Pro-Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

PENNSYLVANIA MOTOCROSS - AMA/Steel City USA, 250/125cc, Pro MX National Championship Finals, Delmont. Info: 304/284-0084.

* WISCONSIN STADIUM MOTOCROSS - AMA/Suzuki Dual State Challenge, Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 pm.

Aug 31-Sept 2

CALIFORNIA MOTOCROSS/SUPER-CROSS/GP- CRC Combo Series, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

UTAH MOTOCROSS - Wild West Nationals Final, Sherwood Hills, Logan. Info: 801/972-5074.

Aug 31- Sept 1

GEORGIA OBSERVED TRIALS - Southeastern Trials Riders Association, Monroe. Info: 770/922-4971 or 784-0284.

HAWAII HARE & HOUND/MOTOCROSS- 42nd Annual Labor Day Event; Team Hawaii Sports, The Garden Island M.C., Kauai. Info: 808/822-0244.

MICHIGAN ROAD RACE - AMA/Great Lakes Road Racing Assoc., Gingerman Raceway, South Haven. Info: 616/774-9902.

NEW HAMPSHIRE MOTOCROSS - New England Motocross Assoc., Keene. Info: 860/928-2138.

* OKLAHOMA MOTOCROSS - AMA/Rocky Top USA, Oklahoma City. Info : 405/677-3333 or 800/224-7890.

OREGON DUAL SPORT - AMA/Lobos M.C. Inc., Dual Sport Trail Ride Series, Portland. Info: 503/656-5801.

PENNSYLVANIA MOTOCROSS - AMA/Steel City USA, 250/125cc, Pro MX National Championship Finals, Delmont. Info: 304/284-0084.

PENNSYLVANIA MOTOCROSS - AMA/Outdoor Championship Series, U.S. Women's Motocross League, Steel City. Info: 714/837-3374.

WASHINGTON ROAD RACE - WMRRA, Bremerton. Info: 206/972-4499.

Sat, Aug 31

ALABAMA MOTOCROSS - Night Motocross, Iron Man MX Park, Warrior. Info: 205/663-0963.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross Final, Perris Raceway. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motosports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

* KENTUCKY MOTOCROSS - Night Races, Full Throttle Promotions, Inc., Hillbilly Raceway, Hatfield. Info: 606/353-4740.

MARYLAND DIRT DRAGS - 80 percent in all classes, Rawlings Dirt Drags, Inc., Rawlings. Info: 301/729-6131.

NEW YORK 1/4 MILE SHORT TRACK - AMA Square Deal Riders M.C., S.D.R. Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

* OHIO SUPERCROSS - Western Reserve Motorcycle Club (CRA), Salem. Info: 330/337-8077

OHIO FLAT TRACK - State Kart Champ, Bear Creek Speedway, Scotty Brown International Racing, Canton. Info: 330/837-5694.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Richwood Fair, Richwood. Info: 614/596-2057.

VIRGINIA MOTOCROSS, ALL CLASSES - Powerline Motocross Playground, Willis. Info: 540/789-7640 or 789-7260.

Sept 1-2

MICHIGAN MOTOCROSS - 2nd Yamaha Series, Baja Acres Motorcycle, Millington. Info: 517/871-3356.

Sun, Sept 1

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, MX of Marion County, Reddick. Info: 407/333-2356.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia, Info: 208/245-3608 or 245-4940.

KENTUCKY MOTOCROSS - AMA/District 10, Mega Series, Daniel Boone Motocross Park, London. Info: 606/877-1364.

MAINE MOTOCROSS - New England Sports Committee, Greene. Info: 413/772-0685.

MARYLAND DIRT DRAGS - 80 percent in all classes, Rawlings Dirt Drags, Inc., Rawlings. Info: 301/729-6131.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/73-9035.

MICHIGAN MOTOCROSS - Baja Acres Motocross Club, Jon Houde Memorial Race, Millington. Info: 517/871-3356.

* NEW JERSEY MOTOCROSS - AMA/Semi-Pro, 4th Annual Vet & Vintage Reunion, Raceway Park, Englishtown. Info: 908/446-7800

* NEW YORK 1/4 MILE SHORT TRACK - AMA Square Deal Riders M.C., S.D.R. Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

NEW YORK MOTOCROSS AMA/MSC/ Dist. 34/Fall Series/Diamondback Motocross, Modena. Info: 914/795-5697 or 914/565-3651.

* OHIO MOTOCROSS - Season Final, Kenworthy's Motocross. Troy. Info: 513/33-4763.

* PENNSYLVANIA MOTOCROSS - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA DUAL SPORT - AMA/Hudson Valley Off Road Riders, Bluestone 200, Shohola Fire House, Shohola. Info: 914/932-8834.

PENNSYLVANIA ROADRACE - Reduc Sportbike Association, Pocono Raceway, Long Pond. Info: 215/413-DUCK.

RHODE ISLAND HARE SCRAMBLES - NETRA, Hoot Owl, W. Glocester. Info: 203/875-5757.

* VIRGINIA MOTOCROSS - AMA/District 13, Actiontown Motocross Park, Dillwyn. Info: 804/836-3633.

*WYOMING MOTOCROSS-HPMA, Miles City. Info: 406/232-0663.

Mon, Sept 2

MAINE MOTOCROSS - New England Sports Committee, Greene. Info: 413/772-0685.

MICHIGAN MOTOCROSS - Baja Acres Motocross Club, Yamaha Series, Millington. Info: 517/871-3356.

* OHIO MOTOCROSS - Smith Road Raceway, Medina. Info: 216/725-8569.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Vinton Motocross Park, McArthur. Info: 614/596-2057.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Labor Day Gala, Christiana. Info: 615/896-3245.

Wed, Sept 4

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Fri, Sept 6

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

NEVADA MOTOCROSS - On Trac Events, Carson City. Info: 702/267-4392.

NORTH CAROLINA FLAT TRACK - On Track Promotions, Motorcycle Asphalt Racing Series, Caraway Speedway, Asheboro. Info: 803/626-9455.

Sept 7-8

ALABAMA MOTOCROSS - Rocket City Raceway/Huntsville Jaycees, Northeast Alabama Fair Grounds, Huntsville. Info: 205/772-3108.

CALIFORNIA DUAL SPORT - Countdown's Hawthorne Run, Bishop. Info: 818/348-8381.

CALIFORNIA GRAN PRIX - AMA/D-37/Baja Promotions, The Cal-City Gran Prix by the Sea, California City. Info: 818/992-6355.

KENTUCKY DUAL SPORT - AMA/K-T Riders, Dual Sport Trail Ride Series, Golden Pond. Info: 502/522-6624.

* MISSOURI MOTOCROSS - Suzuki RM Cup, Branson USA MX, Branson. Info: 714/996-7040 ext. #309.

* WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club Inc., Seniors Motocross, Clubgrounds, Lake Mills. Info: 414/297-9367.

Sat, Sept 7

ALABAMA MOTOCROSS - Rocket City Raceway Inc., and the Huntsville Jaycees, Old Huntsville Airport, Northeast Alabama Fair Grounds, Huntsville. Info: 205/772-3108.

CALIFORNIA MOTOCROSS - CRC Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA TRIALS - AMA/ Bear Boogie Vintage, Sacramento. Info: 916-753-2519.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

CANADIAN/B.C. MOTOCROSS - B.C. Championships. Mission Raceway Park. Info: 604/533-0233.

COLORADO SHORT TRACK & TT/ IMI/ Dirt Karts/ QTR Midgets, Denver. Info: 303/286-1813.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

* MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info: 417/744-2593.

NEW HAMPSHIRE MOTOCROSS - New England Motocross Assoc., Canaan. Info: 860/928-2138.

* NEW YORK SUPERCROSS SERIES - State Championship, Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

NORTH CAROLINA MOTOCROSS - Hang Time Motocross Park, Open Practice Also, Carthage. Info: 910/947-5340.

* NORTH CAROLINA SUPERCROSS - Under The Lights Series, N.A.M.E., Rolling Hills Cycle Park. Reidsville, Info: 910/342-4492.

* NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-2808.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

TEXAS MOTOCROSS - Oso Creek Motorcross Club, Oso Creek MX Park, Corpus Christi. Info: 512/364-5539.

WASHINGTON HARE SCRAMBLES - Golden Spike Hare Scrambles, Northwest Motorcycle Assn. Offroad Series/Stump Jumpers M.C. Info: 206/483-9894 or 206/242-7044.

* WISCONSIN SHORT TRACKS - AMA, Aztalan Cycle Club Inc., Seniors Motocross, Clubgrounds, Lake Mills. Info: 414/297-9367.

Sun, Sept 8

ALABAMA MOTOCROSS - Rocket City Raceway Inc., and the Huntsville Jaycees, Old Huntsville Airport, Northeast Alabama Fair Grounds, Huntsville. Info: 205/772-3108.

CALIFORNIA TRIALS - AMA/ Bear Boogie Trial, Sacramento. Info: 916-753-2519.

CANADIAN/B.C. MOTOCROSS - B.C. Championships, Mission Raceway Park. Info: 604/533-0233.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Orlando MX Park, Orlando. Info: 407/333-2356.

ILLINOIS ENDURO - AMA/Central IL Dirt Riders Assn., National Championship Series, Canton. Info: 309/647-3009.

IOWA MOTORCYCLE HILLCLIMB, SWAPMEET, and RIDE-IN BIKE SHOW - J&P Promotions, Rain Date September 22, Anamosa. Info: 319/462-6011.

IOWA ENDURO - Iowa Enduro Riders Association, Castana. Info: 515/795-3440.

IOWA OBSERVED TRIALS - All-Iowa Trials Riders Association, Anamosa. Info: 515/263-0451.

* KANSAS MOTOCROSS - K.O.R.R., Silver City, Sterling. Info: 316/942-6527.

KENTUCKY ATU'S ONLY HARE-SCRAMBLE - Eagle Creek Park Mason Lane, Owenton. Info: 606/472-3442.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/73-9035.

MASSACHUSETTS ENDURO - NETRA, Greylock, Windsor. Info: 203/875-5757.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Southwick. Info: 413/772-0685.

MISSOURI ENDURO - Black Jack Enduro Circuit, Cannon Creek Enduro, Collins. Info: 417/345-6211.

NEW HAMPSHIRE TURKEY RUN - NETRA, Ammonoosuc River, N. Haverhill. Info: 203/875-5757.

* NEW YORK MOTOCROSS - WNYSC/Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NEW YORK TRIALS - District 4, Cayuta. Info: 607/739-4243.

*NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Fall Series/Ace Motocross, Modena. Info: 914/463-2093.

* NORTH CAROLINA MOTOCROSS - AMA/Dist 29; Fall Series, Devil's Ridge MX, Sanford. Info: 919/776-1767.

NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association, Dickinson. Info: 701/343-2094

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

WANT ADS

HELP WANTED

MC & W/C Mechanic Needed
Honda/Suzuki/Kawasaki/Polaris/Sea Doo dealer looking for experience mechanic. Relocate to mid-size town in Northern Nevada. Competitive wages depending on experience. Call Tom at (702)883-6111 or Fax Resume (702)883-6480. NV. (225/TFN)

Service Technicians
Looking for service personnel for Suzuki, Kawasaki, Yamaha dealership. Career position, year round work. Harvey. (704) 283-8586. NC. (329-32)

Michigan Motorsports
Needs two certified Technicians, top pay, 401K and medical plans available. Call (313) 48 Sport. MI. (328-30)

Parts Counter Person
Large Kawasaki, Yamaha motorcycle and personal watercraft dealership is looking for experienced parts counter person. Must have good attitude and genuine desire for customer satisfaction. Contact Kevin or Dave. Hayward, Ca. (510) 537-2257. CA. (228-31)

Senior H-D Mechanic
Machine shop and performance engine experience. Excellent pay, benefits and work environment. Dyno, flow-bench, complete machine shop. Call or write Lee Porter, Harley-Davidson of Charlotte 9205 E. Independence, Matthews, NC. 28105. (704) 847-4647. NC. (329-32)

Dirt/Snowmobile Mechanic
5 years experience required. Sages Performance Plus, 5000 HWY. 93 South., Missoula, Mt. 59804. MT. (329-31)

Parts Counterperson
One of a kind. Dodge, Chevy, Yamaha dealership. Earn 27K-40K annually, plus demo. Will help with relocation, rural Texas. Randy (903) 389-5100. TX. (329-31)

Sales Manager - Las Vegas
Southern Nevada's leading powersports retailer has an opening on our management team for a dynamic, motivated, enthusiastic, organized individual to lead/manage the Sales Dept. We offer salary plus bonus, benefits, year-round market, excellent weather, and the excitement of fabulous Las Vegas at your fingertips. Send resume to Desert Honda Suzuki Sea-Doo, 3535 W. Tropicana, Las Vegas, NV. 89103. NV. (329-30)

Parts/Accessory Salesperson
Honda/Suzuki/Kawasaki/Polaris/Sea-Doo dealer looking for experienced salesperson. Relocation to mid-sized town in northern Nevada. Competitive wages depending on experience. Call Tom at (702) 883-6111. or fax resume (702) 883-6480. NV. (229/TFN)

Mechanical Engineer
Degreed Mechanical Engineer for Factory watercraft race team. Must have extensive background working with ignition systems and two-stroke engines. Send resume and salary history to: Westcoast Performance, 3100 E. Coronado, Anaheim, Ca. 92806. Attn: Human Resources. CA. (229-32)

We Need Experienced Parts MGR.
Busy multi-line dealer has immediate opening for experienced, aggressive, personable individual. 5 day week, year round employment at Yamaha Suzuki Sea-Doo Polaris dealership on Florida's eastcoast. Fax resume (407) 461-1607. Call Tony (407) 489-0100. FL. (329-31)

Service Tech. - No. California
Immediate opening for experienced motorcycle-watercraft mechanic. Kawasaki & Yamaha experience required. Call or fax resume to Kevin or Dennis at Hayward Kawasaki Yamaha. P- (510) 537-2257 fax (510) 537-4283. CA. (230-32)

Service Technicians
Busy Honda-Kawasaki motorcycle dealership in Santa Monica needs experienced and entry level technicians. Call Ken at (310) 450-4643 or fax resume to (310) 450-3173. CA. (330-31)

Experienced Service Technician
Busy multi-line dealership in Santa Cruz, Calif. has an opening for a top technician. 5 day week, year-round work with good pay and benefits. Call Rick or Pete at All American Honda-Suzuki-Kawasaki (408) 476-8100 fax (408) 479-1738. CA. (230-31)

Service Technicians
Experienced and entry level needed for one of the nations #1 dealers. Excellent career positions with year round work at great so. Cal. beach location. Call Garry at (714) 646-2428. CA. (230-31)

Sales Manager/Sales
Fast growing, aggressive, Kawasaki Suzuki Jet Ski dealer. San Diego area. We're on the gas and we have fun!! Phone in confidence (619) 442-0678. CA. (230)

Service Technician
Full time, year round, in beautiful San Diego. Top pay and benefits to qualified Sea-Doo Polaris Yamaha mechanic. Brand new facility, high volume watercraft ATV motorcycle and boat dealer. Call Dave. (619) 486-4380. CA. (230)

Sell At The Beach
Del Amo Motorsports is looking for (two) sales people. If your motivated, hard working and want to work at a fast track store call. We sell Sea-Doo Kawasaki Suzuki Yamaha and Ducati. Ask for Scott or Michael at (310) 372-8891. Redondo Beach, CA. (230-31)

Parts Counter Person
Large motorcycle and personal watercraft dealership is looking for parts counter person. Contact Bill, Champion Motorcycle, 1590 Newport Bl. Costa Mesa, Ca. 92627. (714) 642-4343. CA. (230-32)

Mechanics Needed
Full time, year round, top pay, benefits, great facility. Call Bill. (800) 860-0686. Pittsburg, Pa. (230-32/EOI)

More Inside Sales Positions
Xtreme Designs Inc. is looking for motivated and enthusiastic individuals. Industry experience preferred. For more information contact Chris Morton by fax (619) 630-3431 or phone (619) 630-6370. CA. (230)

BUSINESS OPPORTUNITIES

Business For Sale
Ceramic composite cylinder plating service business. Includes shop equipment, office equipment, formula for processes, small inventory. Serious inquiries by fax only. Fax (619) 560-7036. CA (228-TFN)

Motorcycle Dealership
Major brands. Owner retiring. 2 1/2 million in gross sales. Southeast Wisconsin, metro area. Serious inquiries by fax only. (414) 464-2783. WI. (329-32)

Business For Sale
Independent Accessory Shop nationally known. Currant inventory specialized in Dirt, ATV, PWC. Priced at $79,000. Turn key operation. Serious inquiries by fax only. (800) 972-9158. IA. (329-33)

Great Shop on Calif. HWY. #1
5 miles north of Golden Gate Bridge. Service and parts. Perfect business record. Turn key operation. Large loyal clientele. In business over 29 years, fantastic opportunity (415) 381-5059. CA. (330)

COLLECTORS

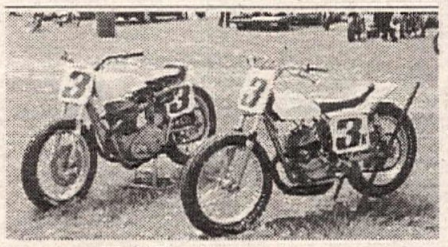
Wanted 1973-1975 Kawasaki Z1 900
Please call. 1(800) 833-3778. CA. (202-TFN/C)

TRIUMPH 750 PISTONS short and long rod BSA B-50 also. (918) 836-6999. OK. (327-31/C)

Bultaco Parts
Books and T-shirts. Lynn Mobley, Mon-Sat. (702) 267-2103 NV. (328-31/C)

Bultaco Streaker
700 miles $1,850. Fox Air shocks and Gas Shocks rebuild $125. (817) 572-1025. TX. (329-32/C)

MAICO-M/STAR PARTS. Tons of parts cheap! Buy/sell/trade. UPS daily. Poet Motorcycles. (406) 587-8888. MT. (029-30/C)



Vintage Flat Tracker's
BSA 650 Trackmaster. New glass, Goodyears, front disc. 1975 Bultaco 360 Astro. Fresh motor, new glass, Goodyears, polished frame both bikes excellent condition and race ready $4,500./$2,500. Bill (612) 921-4955 (612) 942-5314. MN. (129-31/C/P)

1974 YAMAHA YZ250 professionally restored $2,000. New DG aluminum swingarm for '73-'74 CR250 Honda $200. (602) 561-9021. AZ.(330-31/C)

1962 Matchless G15/45
Rare G15/45 #205. Less than 500 made. Complete, runs. (414) 967-7074. WI. (329-32/C)

Vintage Husky Parts
Unlimited tanks, fenders, engines. You need it we have it! (619) 744-8052. CA. (329-32/C)

Triumph TR6-R 1964
Excellent for restoration. $2,400. (310) 641-8751. CA. (329-30/C)

HONDA MINI TRAILS parts and bikes. (818) 335-8932. CA. (328-47/C)

1973 Yamaha TZ350
Drum brake model, 3rd Daytona 1973, Jim Evans. Restored. $6,500. (714) 960-4793. CA. (3290-31/C)

1979 Honda CBX
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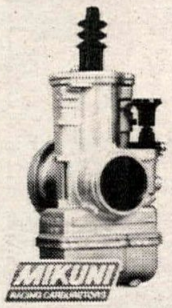

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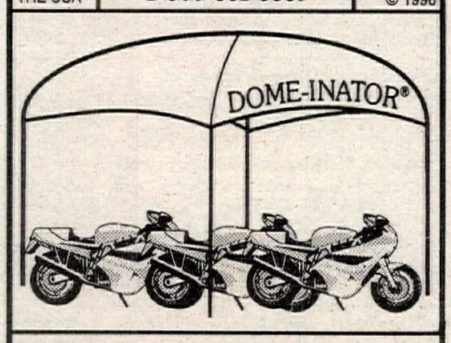

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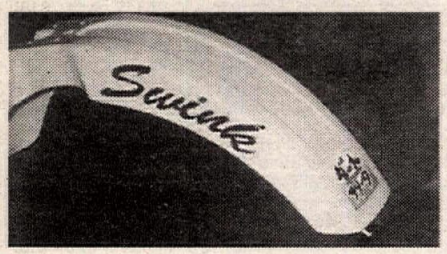

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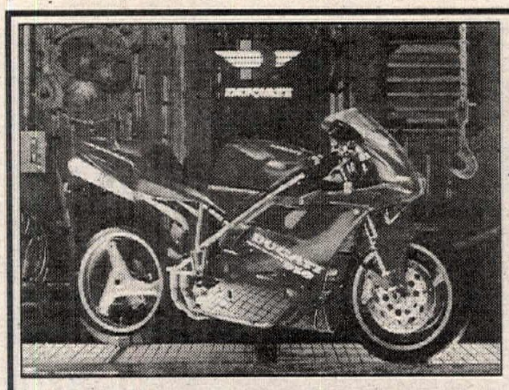
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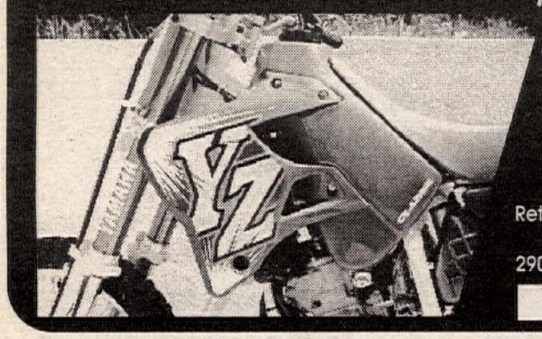

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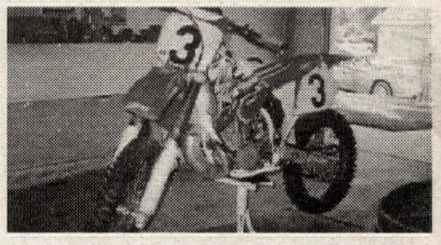

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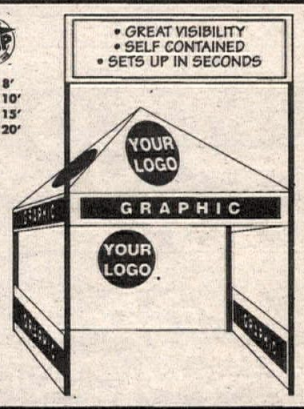

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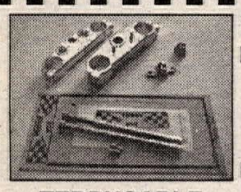

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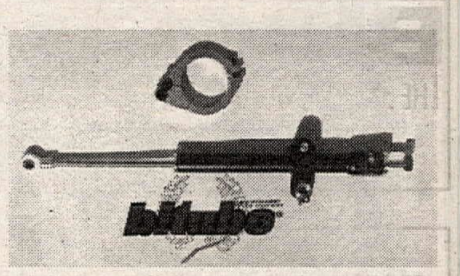

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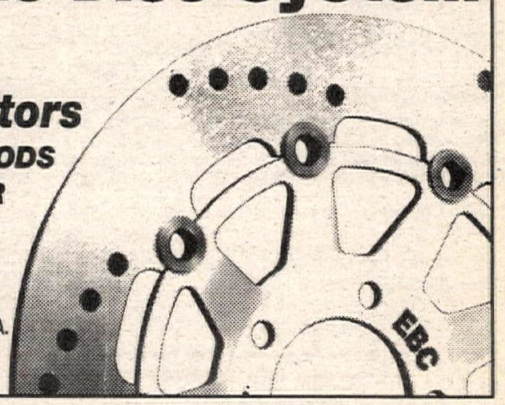

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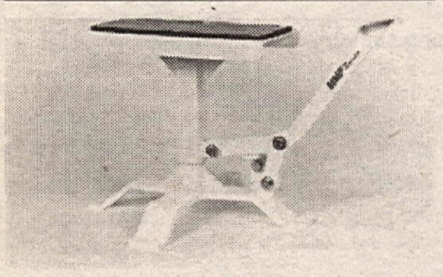

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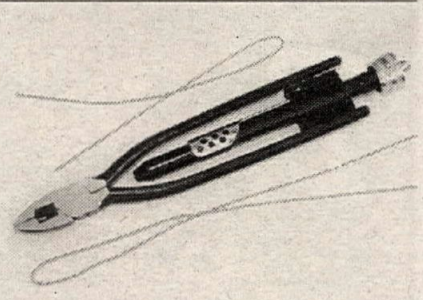

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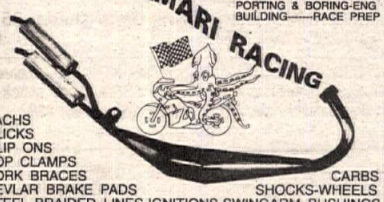

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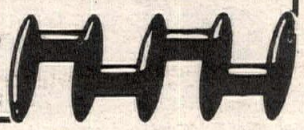

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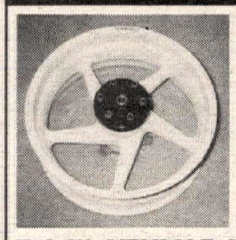

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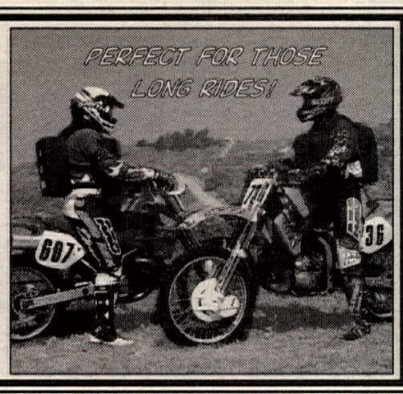

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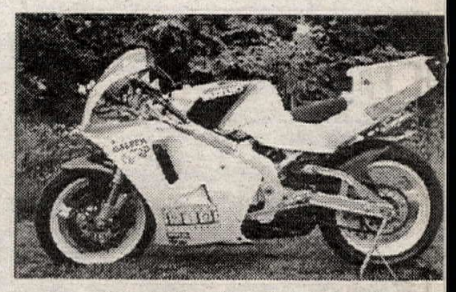

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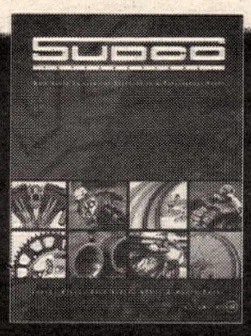

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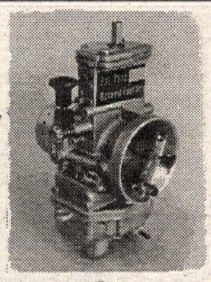

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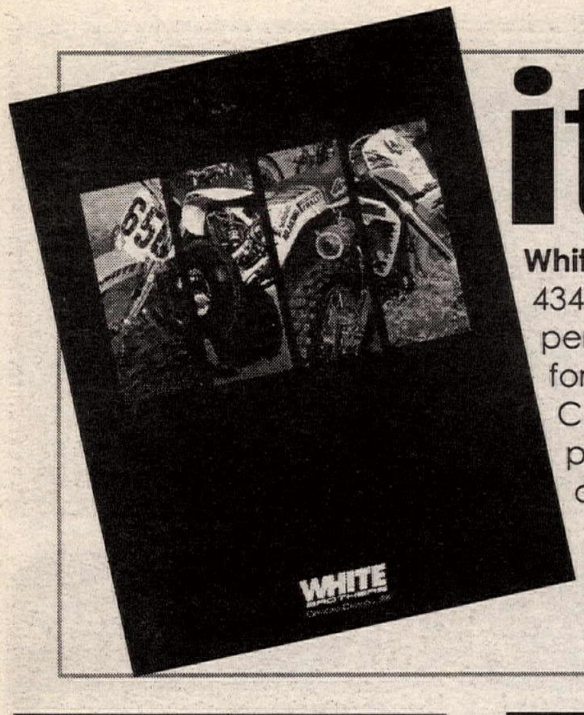

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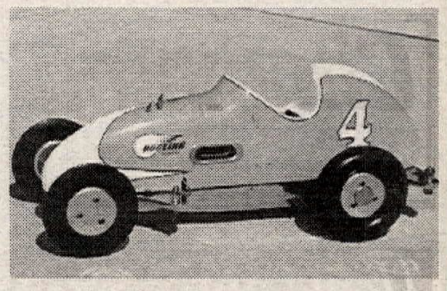

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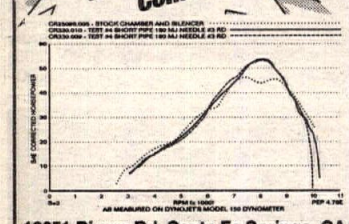

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A-Loop Off Road 58
ACME Suspension 67
Action Sports Promotions 65
Aerostitch Riderwear 59
Agajanian Presents 49
AGV-MDS Helmets N.A. Inc. 68
Aircone Inc. 63
ALLREDY Canopies 61
Allsport Salvage 67
AMA T-Shirts ISDE 45
American Dirt Bike, Inc. 61
American Honda ....Insert, 60
American Jawa Limited 56
American MC Institute 66
American Suzuki 72
Andrews Yamaha-Kawasaki 60
Apache Honda Yamaha 58
Applied Racing 63
Arai Helmets 68
ATK America, Inc. 65
Avon Tire 65
Backroads Adventures B.C., Inc. 66
Baja Designs 63
Baja Off Road Tours 62
Baja Off-Road Adventures 58
Banzai Parts 66
Bare Bones Machine 57
Barnett Tool & Eng. 65
Bel-Ray Lubricants 60
Bell Helmets 69
Berg Racing USA 59
Bert's M/C Mall 41
Bieffe USA, Inc 63
Big Bear Trail Riders 50
Bike Life 69
BikeStaz 67
Bill Cody Racing 73
Bill's Pipes 59
Black Hills 1/2-Mile 50
Bley USA Inc. 57
BMW Of North America 67
Boswell Energy Systems 67
Boyesen Engineering 59
Braking USA 50,68
Briggo Enterprises 65
Buell Motorcycle Co. Inc. 60
C&J Racing Frames 57
C Cycle Suspension Service 63
C P C 57
C.R.E. Imports Inc 58
Calhoun Motocross 56
California Racing Club 48
California Trail Rides 50
Can-Am 69
Carb Parts Warehouse 56
Carbon Tech 65
CBR Bearing Co. 61
CCM San Jose 62
Champion Racing Frames 69
Championship Cup Series 60
Chaparral Cycle Supply 62
Charleston Custom Cycle 62
Chris Agajanian Presents 47
Clarke Mfg. Co. 60
Clean Racing 59
CMA 50
Cometic Gasket 65
Composites Unlimited 69
Cope Racing 67
Copper Gaskets Unlimited 61
Cosmopolitan Motors 57
Creative Energies 56
Cycle Concepts Inc. 67
Cycle Express 57
Cycle News Dealer Sales 52
Cycle News On-Line 35
Cycle News Subscription 3
Cycle Pros 56
Cycle Recyclers 61
Cycle Service Racing 50
Cycle Specialties Athens 68
D&D Motorcycle Service 69
D.I.D. 61
Daytona International Speedway 61
Dennis Kirk 66
Desert Only Yamaha 61
DG Performance 63
Dick Allen's Yam. Hon. KTM. Sea-Doo 59
Donnie Hansen MX Academy 60
Downers Grove Yamaha 69
Ducati 67
Ducati Beverly Hills 61
Dunlop Tire 45,60
Dunlopad 47
Dynatek 57
Earl Small's H-D 69
East Coast Cycle Inc. 67
EBC Brakes 63
Elf Lubricants N. America 59
Engine Dynamics Co. 61
Engines Only 59
Enzo Racing 59
Eric's Motorcycle Co 65
Erion Racing 65
Euro-Tech Engineering 69
European Cycle Specialties 57
Event Technology 59
F&L Company 58
Factory Connection 67
Falicon Performance Engineering 65
FANAF Co. 58
Fast By Ferracci 59
Fast Company 67
Fineline Motosports 58
Finish Line Products 66
FMF Racing 66
Fontana Radiator Service 69
Formula USA 19
Fremont Cycle Salvage & Access. 68
G F I Racing 51
Gary Baileys MX School 65
Gas Gas USA, Inc. 57
Glen Helen Racing, Inc. 48,49
GNC Motocross 51
Gustafsson Plastics 60
Hall's Husqvarna 66
Hammerhead Graphics 66
Hansen Motorcycles, Inc. 65
Hap Jones International 59
Hayward Honda 60
Heid's Hodaka 66
Hi-Point Trailers 57
Holliday Canopies 68
Honda of Milpitas 65
Honda of Russellville 61
HRP Products 68,69
Husqvarna 67
I-40 Motocross 66
I.C.O. 65
IMDA 33
Indiana State Fair 51
Inter-State Oil Co. 59
International Motorsport 62
International Speedway 50
Iowa Lakes Community College 61
J & W Cycles 49
JN Innovations 62
JC Motors 67
JT USA 67
Kawasaki Motors Corp. 58
Ken Maely Enterprises 62
Kev-Co/Stubbs Racing Products 58
Klemm Research 64
KTM Of Mojave 62
KTM Sport Motorcycle USA 60
L & R Racing Products 68
Lamson Porting 59
Langcourt Limited, Inc. 67
Legacy Motorsports, Inc. 61
LEM R & D 58
LEM West 49
Letko Competition Cycles 59
Lightweight Products 65
Lindemann Engineering 69
Los Angeles Sleeve Co. 69
Los Angeles Triumph 57
M.C.C 68
M/C Concepts 58
M/C Specialties 66
Magnum Distribution 66
Maxima Racing Lubricants 68
McGraw Insurance Service 63
Megacycle Engineering 65
Metzeler Motorcycle Tire 59
Mid Cities Honda Kawasaki 65
Mike's Cycle Parts 68
Moroney's H-D 57
Moto America, Inc. 61
Moto Cycle 61
Moto Liberty Cycle 56
Moto Line 67
Motocross Racing Assoc. 68
Motoman 67
Motoplat/PVL Ingitions 57
Motorace 65,67
Motorcycle Accessories Unlimited 60
MSD Ignition 67
MSI Trailers 67
Myler's Radiator 59
Neanderthal Cycle Salvage 65
Netcom 27
New Video Release 17,33
Nickel Silicon Carbide 68
Nitrous Oxide Systems, Inc. 65
NMA 41
North County Yamaha 58
North Texas Yamaha 66
North West Maico & CZ 62
Northwest Sleeve, Inc. 60
Oakland Sports Center 41
Off Road Specialties 59
Old Timers MX Association 50
On Two Wheels 69
Orange County Suzuki 58
Pacific Plastic Repair 59
Penguin Roadracing School 59
Penske Racing Shocks 61
Performance Engineering 62
Performance Machine 63
Pettersson Pro Suspension 63,69
Pierce Racing 63
Pit Pro 62
PJ1:PJH Brands 68
Pomona Valley Kawasaki 58
Poway Honda Kawasaki 58
Powroll Inc. 63
Pro Action Technology 66
Pro Art Works 61
Pro Circuit Racing 60
Pro Plates 59
Pro-Vue 69
R&R Cycle 58
Race Code 58
Race Tech 48,57
Racer Productions 48
Racing Engine Components 59
Rader Bag,Inc. 66
Rancho M/C Dismantling 67
Rick Petersen Motor Sports 61
Ridersville Cycle 57
RM Express 63
Ro Jo Productions 51
Rocket Rex Racing 66
Ron Wood Racing 60
Safari Cycle Spares 61
SBS 69
Seals Communications 5
Shock Therapy 69
Shoei Helmets 69
Shoup Enterprise 59
Slater Bros. 57
Sloan/SHY Racing 65,66
Sole Performance 63
Spectro Oils of America 68
Sprocket Specialists 59
Star Racing 57
StickerPoint USA, Inc. 65
Stocker's Starters 62
Storz Performance, Inc. 62
Sturgis Rally & Races Inc. 48
Sudco International 67
Sunstar Engineering 60
Super Flow Corporation 56
Superbike Mike Engineering 61
Superior Sleeve & Machine 63
Supertrapp Industries 65
Surdyke Racing 67
Suzuki RM Cup 49
Syed Leathers 66
Team Calamari YSR 65
Tech Care Suspension 69
Tech Products 59
TechnoMagnesio Wheels 65
Terrycable Products 60,62
The Clayton Foundation 21
Thousand Oaks Yamaha Kawasaki 68
Titanium Advantage 56
TNT Motorsports 60
Tony D MX School 67
Tony Doukas Racing 66
Too Much Fun Promotions 45
Too Tech Suspension 66
Torco International 41
Torco Racing Oils 62
Town & Country Cycle 59
Tracey's World of Cycles 61
Travelcade 69
Trick Racing Fuel 58
Triumph Motorcycles 56
TSR 41
Two Brothers Racing 66
UFO 67
U.S. Maico/Wulfsports 68
Upstate Cycle 60
USA Sports 63
Vance & Hines Motorcycle Center 56
Vanson Leathers 62
Video Theater 20,21
Vitonix 56
VP Racing Fuels 66
WERA 67
WCC Wholesale Parts 67
Web-Cam 58
Western Honda 69
Western Mfg. Corp. 62
Wheel Works 58
White Bros. Cycle Specialties 68
Wiseco 60
Wiseco Pistons 17
Works Connection 63
Works Enduro Rider/WER 65
Works Perfromance Products 65
WorldSports 63
Yamaha Dealer Group 35
Yamaha Motor Corp. 65
Yeager Cycle Sales 67
Yoshimura R&D 41,60
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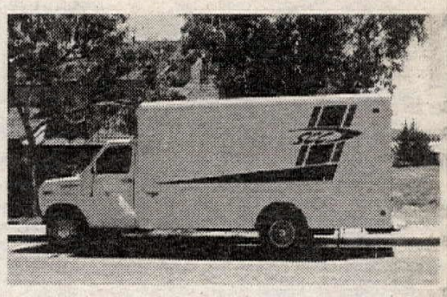

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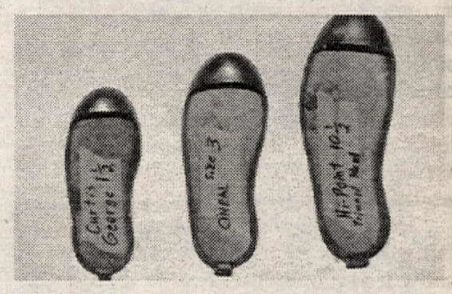

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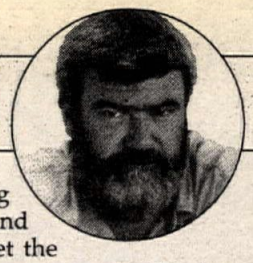
IN THE PADDOCK

By Michael Scott



The World champion was in a chatty mood, as he often is in this year of the changed personality. "I think," he mused, "You might see something new from Honda before the end of the year."

This was not in itself an earthshaking statement, rather one of Grand Prix racing's universal truths - an article of faith.

What made Michael Doohan's comments significant was what had gone before: a highly lucid peroration upon why the 500cc lap times are in decline, and what is needed to stop the rot. The new, chatty Doohan had done nothing less than suggest the return of those whooping old monsters of the 500cc class and a revival of those tire-shredding, rider-high-siding, lap-record-smashing days that were lost apparently forever soon after we first heard the flat drone of Honda's first Big Bang engine.

The close-firing-order engine, he insisted, was as responsible for the stagnant lap times as the oft-blamed increase in minimum weight - from 253 pounds to 286 pounds at the beginning of 1990. Reducing the latter would of course help the crucial corner-entry phase, where the V-fours lose most time compared with the 250s and the pesky V-twin 500s. But ditching the former would make more difference still.

"Ever since the big bang came, the thing hooks up really good, but you know if you open the throttle too far the torque will spin the wheel out of control and you've lost it," Doohan explained. "You have to wait that second longer. The old ones, you rode them like a two-stroke. It'd spin up, but you're higher up the rev range with shorter gearing, and you could let it go and it would come to the end of the revs. You could even hook another gear and do it again. That's what we've lost with the Big Bang, that acceleration."

Well, certainly something has gone. While other classes of racing bikes have continued to improve steadily, with lap records under constant erosion, the top class of all has become static. Nowhere is this more evident than at Donington Park, where the 500 times are under attack from both sides, by 250s and Superbikes. The smaller GP bikes are now only fractions of a second away; while at the Donington World Superbike meeting this year, Troy Corser actually punted his Duke round faster than the 500s in practice.

This is as much a reflection on the circuit as anything. You don't get any of that sort of nonsense at Assen or the Hockenheimring, but they are the real race tracks - full-size arenas with the space to let a 500 have its head; at Donington you're forever feathering the throttle.

But the reflection remains, even when the distorting mirror is removed. Even at those real race tracks, the 500cc-class records haven't been tumbling at the same rate as in the other classes; Assen's record in particular has stood unbroken since 1991.

It doesn't take much to realize that the decay has coincided exactly with the arrival of the Big Bang engine, which Honda introduced in 1992, to be copied by all their rivals by midseason. At that point Doohan was in complete command, but fell and broke his leg, opening the door for Wayne Rainey's last title; and Kevin Schwantz's first the following year. Once fit again, he has firmly closed the door to any new pretenders to remain the consummate 500 racer.

There is no doubt that tire and chassis technology, suspension and engine management systems have advanced in leaps and bounds during the intervening three years. But the lap times haven't gone with them. Yet here is the conundrum: Doohan was uncatchable when he got a Big Bang, until his rivals also got them. If the bike was slower, how so?

Ah - look at the race averages, say the sages. This is where the Banger scores. It may not achieve the ultimate lap times, but it can repeat them for much longer.

Five years on, it is time to review the figures. They do not support this view, though they are hardly conclusive in either direction - it's very hard to find any direct comparisons that remain valid over full race distance. There are just too many variables - resurfaced tracks, different weather conditions, different race circumstances. Nonetheless, some tracks bear out the theory. At Hockenheim, the race average went from 125.42 mph in 1991 to 126.7 mph when the Big Bang came the next year, and it remained around about there until the circuit was dropped in 1994. Elsewhere the figures are less convincing. At Assen, for instance, race averages have remained almost uncannily constant since 1990, with one hiccup in 1992, the Big Bang year when Doohan crashed in practice, Schwantz and Eddie Lawson in the race, causing a drop in average speeds as lesser light Alex Criville won. The lap record, however, has stood since 1991.

Donington Park is even more of a puzzle. The lap record there is another old one, by the same rider (Schwantz) in that same final pre-bang year; but in fact race average speeds have dropped. Apologists for the big-bangers cite deteriorating surface grip and/or bumps in both cases, but the 250s don't seem to feel it.

Let's rather go with Mick, as he conjures an image lost so recently - of 500 racers that shrieked and warbled rather than the hopped-up, shopping-scooter sound of a big banger; and of riders clinging wild-eyed to their backs as they shredded their tires in a non-stop whoop of glee.

They did have a few disconcerting habits, mind you. The worst was to require a delicacy of throttle control that was very difficult to achieve on a bike that is bucking and twisting and launching itself both forward and sideways under an explosion of more than 175 hp. Those who failed this test would be spat over the high-side like fleas shaken off a dog. Then just out of spite it would happen to the good guys as well. It can be no coincidence that the world fame of GP medico Claudio Costa was established during this period. And who can forget the battle cry of the perpetually dazed-looking Christian Sarron, whose enthusiasm for exploiting the full performance of his V-four Yamaha so often exceeded his ability to keep it on the road: "I don't know what 'appened."

But boy, could those things turn a lap time! And, says Mick, they'd be breaking lap records now, if they still made them. Be a bit harder to ride, mind... The very idea makes him smile. "That'd be the way to beat the twins - and if they don't do something like that, the 500 class is going to carry on losing status to the other classes."

Clearly, Doohan has been having the same argument with Honda engineers, though his reference is oblique. "It takes time for the Japanese way of working. They have to write down everything the riders say, then eventually they make it. But I think you may see something from Honda before the end of the year."

If so, will this be yet another HRC stab in the dark - they have a propensity for experimentation that is only sometimes fruitful. Or are the monsters really coming back? If so, Suzuki's recent move to an even bigger bang (closer firing order) than before will have been very ill-timed.

But much remains to be proven. Not least whether today's stiffer chassis, more sophisticated forks and suspension, vastly improved engine management systems and much-developed racing tires will make the monsters less monstrous.

Or whether the passage of time and a few soft years on rider-friendly big bangers has bred the bravery out. CN

WINNER'S AVERAGE SPEEDS

	ASSEN	DONINGTON	NOTES
1989	104.66	94.21	
1990	108.68	96.17	Weight limit up/Assen widened & resurfaced
1991	108.91	95.32	Assen/Donington records set
1992	107.37	94.45	Big Bang engine introduced
1993	108.43	94.21	
1994	108.45	94.67	
1995	108.80	94.78	
1996	108.69		

LOOKING BACK...

25 YEARS AGO... AUGUST 10, 1971

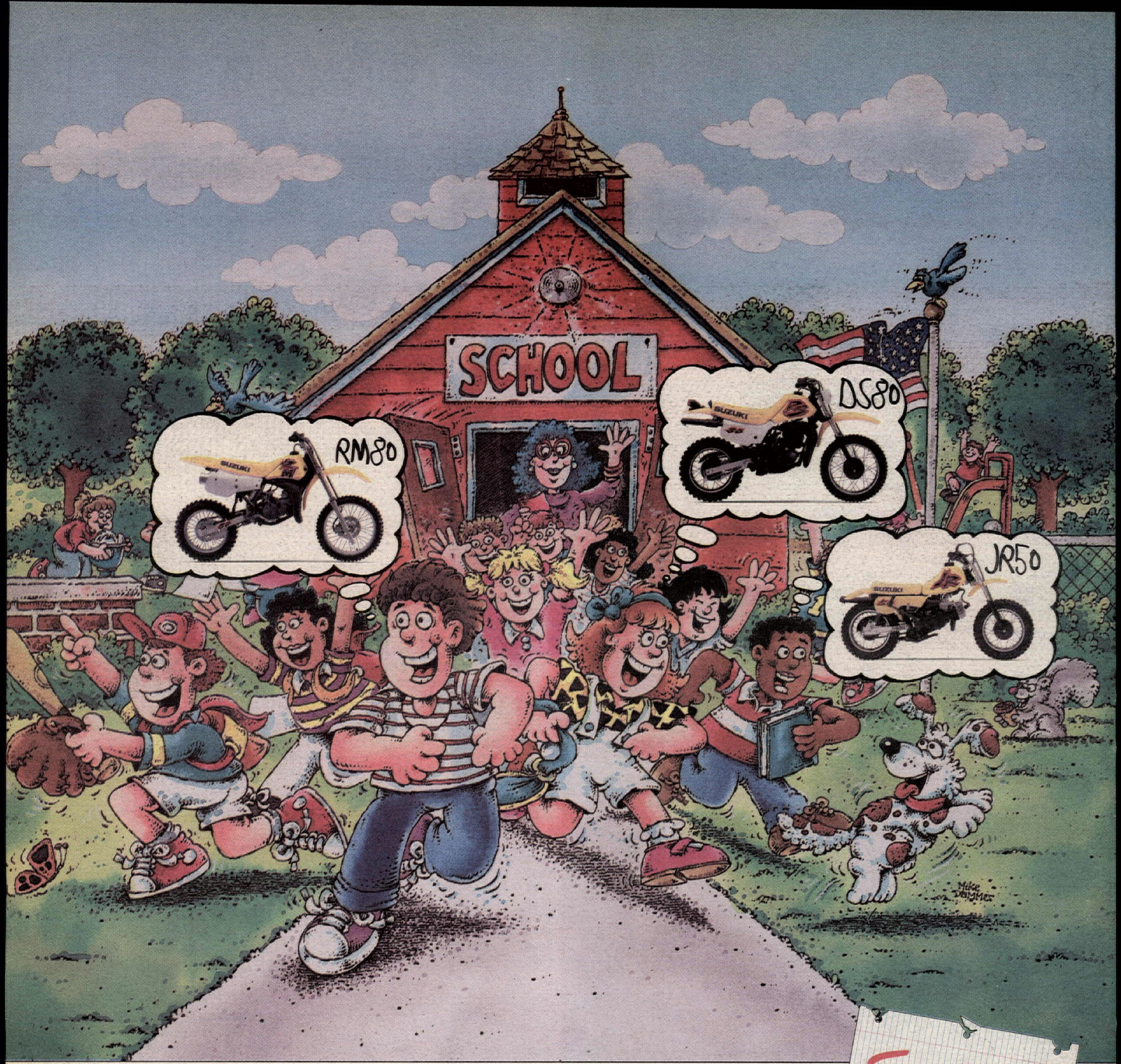
Cycle News Assistant Editor David Swift wrote a movie review entitled, "Why you should take a friend to see 'On Any Sunday.'"... Czechoslovakian **Vlastimil Valek** wrapped up the 250cc Inter-AMA series championship with a progressively consistent 4-3-2 ride at Unadilla Valley, New York, also earning the event win. CZ teammate **Dave Bickers** took second in both the race, and the series.. Montessa-mounted **Peter Lamppu** finished third for the day, while **Gunnar Lindstrom's** fifth at the race gave him third overall in the series point standings... Yamaha's **Jimmy Odum** became the fourth rider of the year to win more that one National with his win at the at the first-ever Corona, California, Half Mile National. Harley-mounted **Mark Brelsford** finished second and **Jim Rice** finished third on a BSA.

15 YEARS AGO... AUGUST 5, 1981

Britain's **Neil Hudson** piloted his works Yamaha to a pair of second place finishes and became the first European to claim the overall win in the 250cc U.S. Grand Prix at the Unadilla Valley Sports Center. American **Steve Wise** finished second on a Honda with a 4-1, followed by KTM-mounted **Kees van der Ven** in third with a 3-3... **Mike Kidd** led the way to victory in the DuQuoin Mile Winston Pro Series National followed by **Gary Scott** and **Randy Goss**... **Marco Luccinelli** performed perfectly for his Italian fans, setting fast qualifying time, then taking the Italian GP win. Britain's **Barry Sheene** finished second and New Zealander **Graeme Crosby** got third. Luccinelli extended his points lead over American's **Randy Mammola**, who finished fourth, and **Kenny Roberts**, who did not race due to food poisoning, by 16 and 30 points, respectively.

5 YEARS AGO... AUGUST 7, 1991

Kawasaki's **Jeff Matiasevich** scored the overall victory in the 250cc class at the AMA 125/250 MX National in Troy, Ohio. Suzuki's **Larry Ward** finished second and Honda's Jean-Michel Bayle took third place. Suzuki's **Guy Copper** won the 125cc National, followed by Kawasaki's **Mike Kiedrowski** and Yamaha's **Jeff Emig**... **Ronnie Jones** was unstoppable at the Oklahoma City Half Mile by taking the win and co-promoting the successful event. **Larry Pegram** and **Dan Ingram** finished second and third, respectively, making it a Honda podium sweep... Defending World Champion Wayne Rainey won the French Grand Prix, held at Paul Ricard. Honda-mounted **Michael Doohan** and Cagiva's **Eddie Lawson** took second and third, respectively. CN



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